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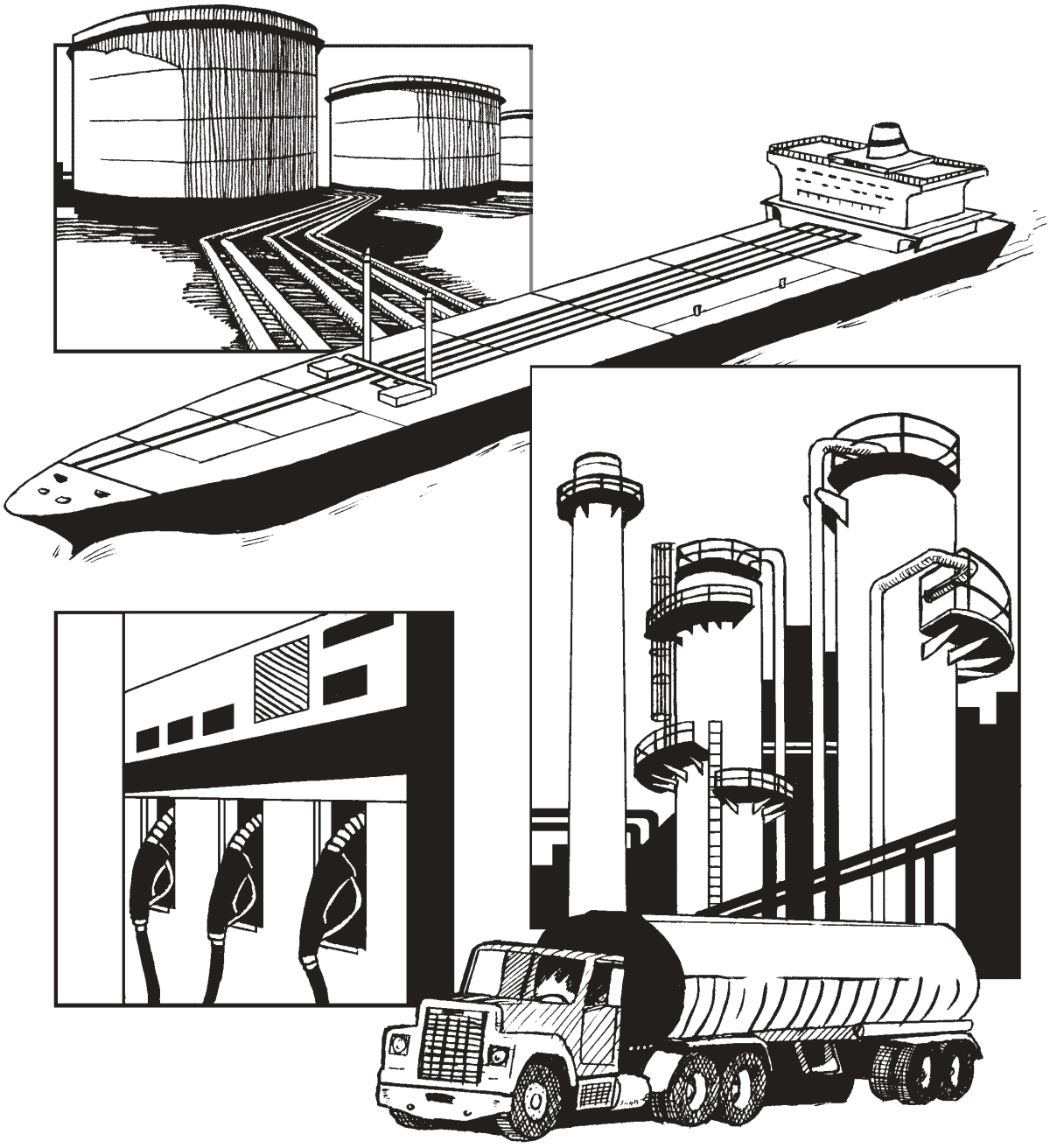
**Data for Week Ended:**
**June 27, 2003**

**Includes:**

**U.S. Petroleum Balance Sheet, April 2003**
(See Page 2)

# Weekly Petroleum Status Report



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# Preface

The *Weekly Petroleum Status Report* (WPSR) provides timely information on supply and selected prices of crude oil and principal petroleum products in the context of historical data and forecasts. It serves the industry, the press, planners, policymakers, consumers, analysts, and State and local governments with a ready, reliable source of current information. The supply data contained in this report are based primarily on company submissions for the week ending 7:00 a.m. the preceding Friday. Weekly price data are collected as of 8:00 a.m. every Monday. The daily spot and futures prices are provided by Reuters, Inc. Data are released electronically after 10:30 a.m. each Wednesday, and hard copies of the publication are available for distribution on Friday. For some weeks which include holidays, publication of the *WPSR* is delayed by one day.

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# Highlights

U.S. crude oil refinery inputs averaged over 15.5 million barrels per day during the week ending June 27, up 61,000 barrels per day from the previous week. Crude oil refinery inputs were relatively flat in all regions except on the West Coast, which saw an increase. Refinery production of distillate fuel and jet fuel increased slightly compared to the previous week's average, while the increase in motor gasoline production was substantial.

U.S. crude oil imports averaged nearly 9.5 million barrels per day last week, up 134,000 barrels per day from the previous week. Still, crude oil imports have averaged over 9.7 million barrels per day over the last four weeks, which is 471,000 barrels per day more than averaged over the same period last year. Although the origins of weekly crude oil imports are preliminary and thus not published, imports from Nigeria last week were relatively high. Total motor gasoline imports (including both finished gasoline and gasoline blending components) increased from the previous week, averaging nearly 1.1 million barrels per day last week. Distillate fuel imports averaged 209,000 barrels per day last week.

Even an increase in crude oil imports did not prevent U.S. commercial crude oil inventories (excluding those in the Strategic Petroleum Reserve) from falling by 2.1 million barrels. The decline was due to a reduction in Alaskan crude oil in transit to the West Coast. Crude oil inventories are now 36.7 million barrels less than last year at this time. Motor gasoline inventories fell by 3.2 million barrels, and are below the low end of the normal range. Distillate fuel inventories increased by 0.3 million barrels, with all of the increase in high-sulfur distillate fuel (heating oil). As of June 20, total commercial inventories are 115.1 million barrels less than last year.

Total product supplied over the last four-week period averaged 20.3 million barrels per day, or 2.3 percent more than the same period last year. Over the last four weeks, motor gasoline demand, is down 2.4 percent, although last week's average set a record at nearly 9.5 million barrels per day. Distillate fuel demand is up 3.5 percent compared to the same period last year, while kerosene-type jet fuel demand is 6.2 percent less than last year over the same four-week period.

The average world crude oil price on June 27, 2003 was $25.51 per barrel, $0.38 more than last week and $1.45 above last year. WTI was $29.18 per barrel on June 27, 2003, $1.45 less than last week but $2.39 higher than last year. The spot price for conventional gasoline in the New York Harbor was 80.03 cents per gallon, 1.28 cents more than last week and 6.21 cents over a year ago. The spot price for No. 2 low-sulfur diesel fuel in the New York Harbor was 77.65 cents per gallon, 0.70 cent higher than last week and 9.27 cents above last year.

The national average retail regular gasoline price decreased to 148.7 cents per gallon on June 30, 2003, 0.9 cent per gallon lower than last week but 9.5 cents per gallon above a year ago. The national average retail diesel fuel price fell to 142.0 cents per gallon, 0.3 cent per gallon lower than last week but 13.1 cents per gallon more than a year ago.

## Refinery Activity (Million Barrels per Day)

| | Four Weeks Ending | | |
|---|---|---|---|
| | 06/27/03 | 06/20/03 | 06/27/02 |
| Crude Oil Input to Refineries | 15.7 | 15.8 | 15.4 |
| Refinery Capacity Utilization (Percent) | 94.6 | 95.5 | 92.9 |
| Motor Gasoline Production | 8.5 | 8.5 | 8.7 |
| Distillate Fuel Oil Production | 3.7 | 3.8 | 3.7 |

See Table 2.

## Stocks (Million Barrels)

| | Week Ending | | |
|---|---|---|---|
| | 06/27/03 | 06/20/03 | 06/27/02 |
| Crude Oil (Excluding SPR) | 282.1 | 284.2 | 318.8 |
| Motor Gasoline | 205.0 | 208.2 | 216.8 |
| Distillate Fuel Oil[1] | 109.7 | 109.4 | 132.3 |
| All Other Oils | 327.9 | 327.1 | 371.7 |
| Crude Oil in SPR[2] | 607.3 | 605.5 | 575.8 |
| Total | 1,532.0 | 1,534.4 | 1,615.4 |

See Table 3.

## Net Imports (Million Barrels per Day)

| | Four Weeks Ending | | |
|---|---|---|---|
| | 06/27/03 | 06/20/03 | 06/27/02 |
| Crude Oil | 9.7 | 10.0 | 9.3 |
| Petroleum Products | 1.9 | 1.8 | 1.5 |
| Total | 11.6 | 11.8 | 10.8 |

See Table 1.

## Products Supplied (Million Barrels per Day)

| | Four Weeks Ending | | |
|---|---|---|---|
| | 06/27/03 | 06/20/03 | 06/27/02 |
| Motor Gasoline | 8.9 | 8.7 | 9.2 |
| Distillate Fuel Oil | 3.8 | 3.7 | 3.6 |
| All Other Products | 7.6 | 7.7 | 7.1 |
| Total | 20.3 | 20.1 | 19.8 |

See Table 9.

## Prices (Cents per Gallon except as noted)

| | Week Ending | | |
|---|---|---|---|
| | 06/27/03 | 06/20/03 | 06/28/02 |
| World Crude Oil (Dollars per Barrel) | 25.51 | 25.13 | 24.06 |
| Spot Prices | | | |
| WTI Crude Oil - Cushing (Dollars per Barrel) | 29.18 | 30.63 | 26.79 |
| Conv. Regular Gasoline - NYH | 80.03 | 78.75 | 73.82 |
| RFG Regular - NYH | 84.48 | 84.65 | 77.85 |
| No. 2 Heating Oil - NYH | 75.75 | 75.55 | 67.50 |
| No. 2 Low-sulfur Diesel Fuel - NYH | 77.65 | 76.95 | 68.38 |
| Kerosene-Type Jet - NYH | 77.93 | 77.08 | 70.88 |
| Residual Fuel - NYH | 64.60 | 59.60 | 54.12 |
| Propane - Mont Belvieu | 53.44 | 54.25 | 37.63 |
| | 06/30/03 | 06/23/03 | 07/01/02 |
| Retail Prices | | | |
| Motor Gasoline - Regular | 148.7 | 149.6 | 139.2 |
| Conventional Areas | 144.3 | 145.1 | 135.7 |
| RFG Areas | 158.0 | 159.1 | 146.1 |
| On-Highway Diesel Fuel | 142.0 | 142.3 | 128.9 |

See Tables 12-14 and 16.

Data for the week ending June 27 reflect benchmarking to the April *Petroleum Supply Monthly* values.

[1] Distillate fuel oil stocks located in the "Northeast Heating Oil Reserve" are not included. For details see Appendix D.
[2] Crude oil stocks in the SPR include non-U.S. stocks held under foreign or commercial storage agreements.
Notes: • NA=Not Available. • Data may not add to total due to independent rounding.

## Table S1. U.S. Petroleum Balance Sheet, April 2003

| Petroleum Supply (Thousand Barrels per Day) | April 2003 | Cumulative January-April 2003 |
|---|---|---|
| **Crude Oil Supply** | | |
| (1) Domestic Production[1] | 5,813 | 5,864 |
| (2) Net Imports (Including SPR)[2] | 9,795 | 8,927 |
| (3) Gross Imports (Excluding SPR) | 9,807 | 8,937 |
| (4) SPR Imports | 0 | 0 |
| (5) Exports | 12 | 9 |
| (6) SPR Stocks Withdrawn (+) or Added (-) | -11 | -4 |
| (7) Other Stocks Withdrawn (+) or Added (-) | -322 | -104 |
| (8) Product Supplied and Losses | 0 | 0 |
| (9) Unaccounted-for Crude Oil[3] | 300 | 126 |
| (10) Crude Oil Input to Refineries | 15,575 | 14,810 |
| **Other Supply** | | |
| (11) Natural Gas Liquids Production | 1,992 | 1,972 |
| (12) Other Liquids New Supply | 94 | 190 |
| (13) Crude Oil Product Supplied | 0 | 0 |
| (14) Processing Gain | 930 | 918 |
| (15) Net Product Imports[4] | 1,599 | 1,506 |
| (16) Gross Product Imports[4] | 2,639 | 2,593 |
| (17) Product Exports[4] | 1,041 | 1,087 |
| (18) Product Stocks Withdrawn (+) or Added (-)[9] | -420 | 568 |
| (19) Total Product Supplied for Domestic Use | 19,770 | 19,964 |
| **Products Supplied** | | |
| (20) Finished Motor Gasoline | 8,785 | 8,604 |
| (21) Naphtha-Type Jet Fuel | -8 | -8 |
| (22) Kerosene-Type Jet Fuel | 1,522 | 1,546 |
| (23) Distillate Fuel Oil | 3,972 | 4,161 |
| (24) Residual Fuel Oil | 809 | 826 |
| (25) Other Oils[5] | 4,689 | 4,836 |
| (26) Total Products Supplied | 19,770 | 19,964 |
| **Total Net Imports** | 11,394 | 10,433 |

| Petroleum Stocks (Million Barrels) | April 30, 2003 |
|---|---|
| Crude Oil (Excluding SPR)[6] | 290.2 |
| Total Motor Gasoline | 207.5 |
| Reformulated | 35.5 |
| Oxygenated | 0.1 |
| Other Finished | 116.3 |
| Blending Components | 55.6 |
| Naphtha-Type Jet Fuel | 0.0 |
| Kerosene-Type Jet Fuel | 36.6 |
| Distillate Fuel Oil[9] | 97.1 |
| 0.05% Sulfur and under | 65.9 |
| Greater than 0.05% Sulfur | 31.2 |
| Residual Fuel Oil | 31.1 |
| Unfinished Oils | 85.4 |
| Other Oils[7] | 147.8 |
| Total Stocks (Excluding SPR)[9] | 895.6 |
| Crude Oil in SPR[8] | 599.6 |
| Total Stocks (Including SPR)[9] | 1,495.2 |

[1] Includes lease condensate.
[2] Net Imports = Gross Imports (line 3) + Strategic Petroleum Reserve (SPR) Imports (line 4) - Exports (line 5).
[3] Unaccounted-for Crude Oil is a balancing item. See Glossary for further explanation.
[4] Includes finished petroleum products, unfinished oils, gasoline blending components, and natural gas plant liquids.
[5] Includes crude oil product supplied, natural gas liquids, liquefied refinery gases (LRGs), other liquids, and all finished petroleum products except motor gasoline, jet fuels, and distillate and residual fuel oils.
[6] Includes domestic and Customs-cleared foreign crude oil in transit to refineries.
[7] Included are stocks of all other oils such as aviation gasoline, kerosene, natural gas liquids and LRGs, other hydrocarbons and oxygenates, aviation gasoline blending components, naphtha and other oils for petrochemical feedstock use, special naphthas, lube oils, waxes, coke, asphalt, road oil, and miscellaneous oils.
[8] Crude oil stocks in the SPR include non-U.S. stocks held under foreign or commercial storage agreements.
[9] Distillate fuel oil stocks located in the "Northeast Heating Oil Reserve" are not included. For details see Appendix D.

Note: Due to independent rounding, individual product detail may not add to total.
Source: EIA, *Petroleum Supply Monthly*, June 2003.

## Table 1. U.S. Petroleum Balance Sheet, 4 Weeks Ending 06/27/03

| Petroleum Supply (Thousand Barrels per Day) | Four Week Averages Ending 06/27/03 | Four Week Averages Ending 06/27/02 | Percent Change | Cumulative Daily Averages 177 Days 2003 | Cumulative Daily Averages 177 Days 2002 | Percent Change |
|---|---|---|---|---|---|---|
| **Crude Oil Supply** | | | | | | |
| (1) Domestic Production[1] | E5,858 | 5,903 | -0.8 | E5,857 | 5,883 | -0.4 |
| (2) Net Imports (Including SPR)[2] | 9,736 | 9,270 | 5.0 | 9,227 | 9,022 | 2.3 |
| (3) Gross Imports (Excluding SPR) | 9,746 | 9,258 | 5.3 | 9,237 | 9,009 | 2.5 |
| (4) SPR Imports | 0 | 17 | — | 0 | 20 | — |
| (5) Exports | E10 | 5 | 100.0 | E10 | 7 | 42.9 |
| (6) SPR Stocks Withdrawn (+) or Added (-) | -172 | -171 | — | -47 | -144 | — |
| (7) Other Stocks Withdrawn (+) or Added (-) | 248 | 289 | — | -41 | -39 | — |
| (8) Product Supplied and Losses | E0 | 0 | — | E0 | 0 | — |
| (9) Unaccounted-for Crude Oil[3] | 0 | 71 | — | 113 | 161 | — |
| (10) Crude Oil Input to Refineries | 15,670 | 15,361 | 2.0 | 15,109 | 14,883 | 1.5 |
| **Other Supply** | | | | | | |
| (11) Natural Gas Liquids Production[6] | E1,945 | 2,235 | -13.0 | E1,975 | 2,196 | -10.1 |
| (12) Other Liquids New Supply | E187 | 64 | 192.2 | E190 | 100 | 90.0 |
| (13) Crude Oil Product Supplied | E0 | 0 | 0.0 | E0 | 0 | 0.0 |
| (14) Processing Gain | E990 | 955 | 3.7 | E943 | 958 | -1.6 |
| (15) Net Product Imports[4] | 1,858 | 1,498 | 24.0 | 1,575 | 1,462 | 7.7 |
| (16) Gross Product Imports[4] | 2,823 | 2,374 | 18.9 | 2,622 | 2,380 | 10.2 |
| (17) Product Exports[4] | E965 | 876 | 10.2 | E1,046 | 918 | 13.9 |
| (18) Product Stocks Withdrawn (+) or Added (-)[5,11] | -352 | -280 | — | 232 | 18 | — |
| (19) Total Product Supplied for Domestic Use | 20,298 | 19,833 | 2.3 | 20,025 | 19,618 | 2.1 |
| **Products Supplied** | | | | | | |
| (20) Finished Motor Gasoline[6] | 8,930 | 9,151 | -2.4 | 8,707 | 8,737 | -0.3 |
| (21) Naphtha-Type Jet Fuel | 0 | -9 | -100.0 | -5 | -6 | -16.7 |
| (22) Kerosene-Type Jet Fuel | 1,540 | 1,641 | -6.2 | 1,526 | 1,594 | -4.3 |
| (23) Distillate Fuel Oil | 3,757 | 3,629 | 3.5 | 4,024 | 3,753 | 7.2 |
| (24) Residual Fuel Oil | 934 | 646 | 44.6 | 815 | 714 | 14.1 |
| (25) Other Oils[7] | 5,138 | 4,776 | 7.6 | 4,959 | 4,826 | 2.8 |
| (26) Total Products Supplied | 20,298 | 19,833 | 2.3 | 20,025 | 19,618 | 2.1 |
| **Total Net Imports** | 11,594 | 10,768 | 7.7 | 10,802 | 10,484 | 3.0 |

| Petroleum Stocks (Million Barrels) | 06/27/03 | 06/20/03 | 06/27/02 | Percent Change from Previous Week | Percent Change from Year Ago |
|---|---|---|---|---|---|
| Crude Oil (Excluding SPR)[8] | 282.1 | 284.2 | 318.8 | -0.7 | -11.5 |
| Total Motor Gasoline | 205.0 | 208.2 | 216.8 | -1.5 | -5.4 |
| Reformulated | 36.9 | 37.5 | 45.0 | -1.6 | -18.0 |
| Oxygenated | 0.2 | 0.2 | 0.4 | 0.0 | -50.0 |
| Other Finished | 114.9 | 117.6 | 122.3 | -2.3 | -6.1 |
| Blending Components | 52.9 | 52.9 | 49.1 | 0.0 | 7.7 |
| Naphtha-Type Jet Fuel | 0.0 | 0.0 | 0.1 | 0.0 | -100.0 |
| Kerosene-Type Jet Fuel | 39.1 | 38.3 | 39.2 | 2.1 | -0.3 |
| Distillate Fuel Oil[11] | 109.7 | 109.4 | 132.3 | 0.3 | -17.1 |
| 0.05% Sulfur and under | 72.3 | 72.3 | 79.0 | 0.0 | -8.5 |
| Greater than 0.05% Sulfur | 37.4 | 37.1 | 53.3 | 0.8 | -29.8 |
| Residual Fuel Oil | 34.3 | 35.6 | 32.9 | -3.7 | 4.3 |
| Unfinished Oils | 88.6 | 88.0 | 88.3 | 0.7 | 0.3 |
| Other Oils[9] | E165.8 | E165.1 | 211.3 | 0.4 | -21.5 |
| Total Stocks (Excluding SPR)[11] | 924.6 | 928.9 | 1,039.7 | -0.5 | -11.1 |
| Crude Oil in SPR[10] | 607.3 | 605.5 | 575.8 | 0.3 | 5.5 |
| Total Stocks (Including SPR)[11] | 1,532.0 | 1,534.4 | 1,615.4 | -0.2 | -5.2 |

[1] Includes lease condensate.
[2] Net Imports = Gross Imports (line 3) + Strategic Petroleum Reserve (SPR) Imports (line 4) - Exports (line 5).
[3] Unaccounted-for Crude Oil is a balancing item. See Glossary for further explanation.
[4] Includes finished petroleum products, unfinished oils, gasoline blending components, and natural gas plant liquids.
[5] Includes an estimate of minor product stock change based on monthly data.
[6] Includes field production of fuel ethanol and an adjustment for motor gasoline blending components.
[7] Includes crude oil product supplied, natural gas liquids, liquefied refinery gases (LRGs), other liquids, and all finished petroleum products except motor gasoline, jet fuels, and distillate and residual fuel oils.
[8] Includes domestic and Customs-cleared foreign crude oil in transit to refineries.
[9] Included are stocks of all other oils such as aviation gasoline, kerosene, natural gas liquids and LRGs, other hydrocarbons and oxygenates, aviation gasoline blending components, naphtha and other oils for petrochemical feedstock use, special naphthas, lube oils, waxes, coke, asphalt, road oil, and miscellaneous oils.
[10] Crude oil stocks in the SPR include non-U.S. stocks held under foreign or commercial storage agreements.
[11] Distillate fuel oil stocks located in the "Northeast Heating Oil Reserve" are not included. For details see Appendix D.

E=Estimate based on data published for the most recent month in the *Petroleum Supply Monthly*, except for exports, crude oil production, and other oils stocks. See Appendix A for explanation of these estimates.

Note: Due to independent rounding, individual product detail may not add to total.

Sources: See page 36.

## Table 2. U.S. Petroleum Activity, 2002 to Present
(Million Barrels per Day)

### Inputs and Utilization

| Year/Element | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| Crude Oil Input | 14.5 | 14.3 | 14.5 | 15.3 | 15.3 | 15.4 | 15.4 | 15.3 | 14.9 | 14.3 | 15.2 | 14.9 |
| Gross Inputs | 14.7 | 14.5 | 14.7 | 15.6 | 15.3 | 15.6 | 15.7 | 15.6 | 15.1 | 14.6 | 15.5 | 15.2 |
| Operable Capacity | 16.8 | 16.8 | 16.8 | 16.8 | 16.8 | 16.8 | 16.8 | 16.8 | 16.8 | 16.7 | 16.7 | 16.7 |
| Percent Utilization | 87.7 | 86.6 | 87.9 | 93.0 | 91.5 | 93.1 | 93.5 | 92.9 | 90.4 | 87.5 | 92.6 | 91.1 |
| **2003** | | | | | | | | | | | | |
| Crude Oil Input | 14.3 | 14.4 | 14.9 | 15.6 | | | | | | | | |
| Gross Inputs | 14.6 | 14.6 | 15.2 | 15.8 | | | | | | | | |
| Operable Capacity | 16.8 | 16.8 | 16.8 | 16.8 | | | | | | | | |
| Percent Utilization | 87.2 | 87.3 | 90.5 | 94.0 | | | | | | | | |

Average for Four-Week Period Ending:

| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** |
|---|---|---|---|---|---|---|---|---|---|
| Crude Oil Input | 15.5 | 15.6 | 15.7 | 15.7 | 15.8 | 15.8 | 15.9 | 15.8 | 15.7 |
| Gross Inputs | 15.6 | 15.7 | 15.8 | 15.9 | 16.0 | 16.0 | 16.0 | 16.0 | 15.9 |
| Operable Capacity | E16.8 | E16.8 | E16.8 | E16.8 | E16.8 | E16.8 | E16.8 | E16.8 | E16.8 |
| Percent Utilization[1] | 93.1 | 93.7 | 94.4 | 94.8 | 95.5 | 95.7 | 95.8 | 95.5 | 94.6 |

### Production by Product

| Year/Product | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| Finished Motor Gasoline[2] | 8.2 | 8.1 | 8.1 | 8.6 | 8.7 | 8.7 | 8.7 | 8.7 | 8.3 | 8.2 | 8.7 | 8.7 |
| Reformulated | 2.6 | 2.6 | 2.6 | 2.7 | 2.7 | 2.6 | 2.6 | 2.7 | 2.7 | 2.7 | 2.8 | 2.9 |
| Oxygenated[2] | 0.8 | 0.8 | 0.5 | 0.9 | 0.9 | 0.8 | 1.0 | 0.9 | 0.9 | 1.1 | 1.3 | 1.2 |
| Other Finished[2] | 4.8 | 4.7 | 4.9 | 5.1 | 5.1 | 5.2 | 5.1 | 5.1 | 4.7 | 4.4 | 4.6 | 4.7 |
| Jet Fuel | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.6 | 1.5 | 1.6 | 1.5 | 1.5 | 1.5 |
| Distillate Fuel Oil | 3.5 | 3.5 | 3.4 | 3.6 | 3.7 | 3.7 | 3.6 | 3.5 | 3.5 | 3.4 | 3.8 | 3.9 |
| 0.05% Sulfur and under | 2.4 | 2.5 | 2.4 | 2.7 | 2.7 | 2.7 | 2.6 | 2.5 | 2.6 | 2.5 | 2.8 | 2.8 |
| Greater than 0.05% Sulfur | 1.1 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.9 | 0.8 | 0.9 | 1.1 |
| Residual Fuel Oil | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.5 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 |
| **2003** | | | | | | | | | | | | |
| Finished Motor Gasoline[2] | 8.0 | 8.0 | 7.9 | 8.4 | | | | | | | | |
| Reformulated | 2.7 | 2.7 | 2.6 | 2.8 | | | | | | | | |
| Oxygenated[2] | 0.8 | 1.2 | 0.7 | 1.1 | | | | | | | | |
| Other Finished[2] | 4.5 | 4.2 | 4.5 | 4.5 | | | | | | | | |
| Jet Fuel | 1.5 | 1.4 | 1.4 | 1.4 | | | | | | | | |
| Distillate Fuel Oil | 3.4 | 3.5 | 3.7 | 3.8 | | | | | | | | |
| 0.05% Sulfur and under | 2.4 | 2.4 | 2.7 | 2.9 | | | | | | | | |
| Greater than 0.05% Sulfur | 1.0 | 1.1 | 1.1 | 0.9 | | | | | | | | |
| Residual Fuel Oil | 0.7 | 0.7 | 0.7 | 0.6 | | | | | | | | |

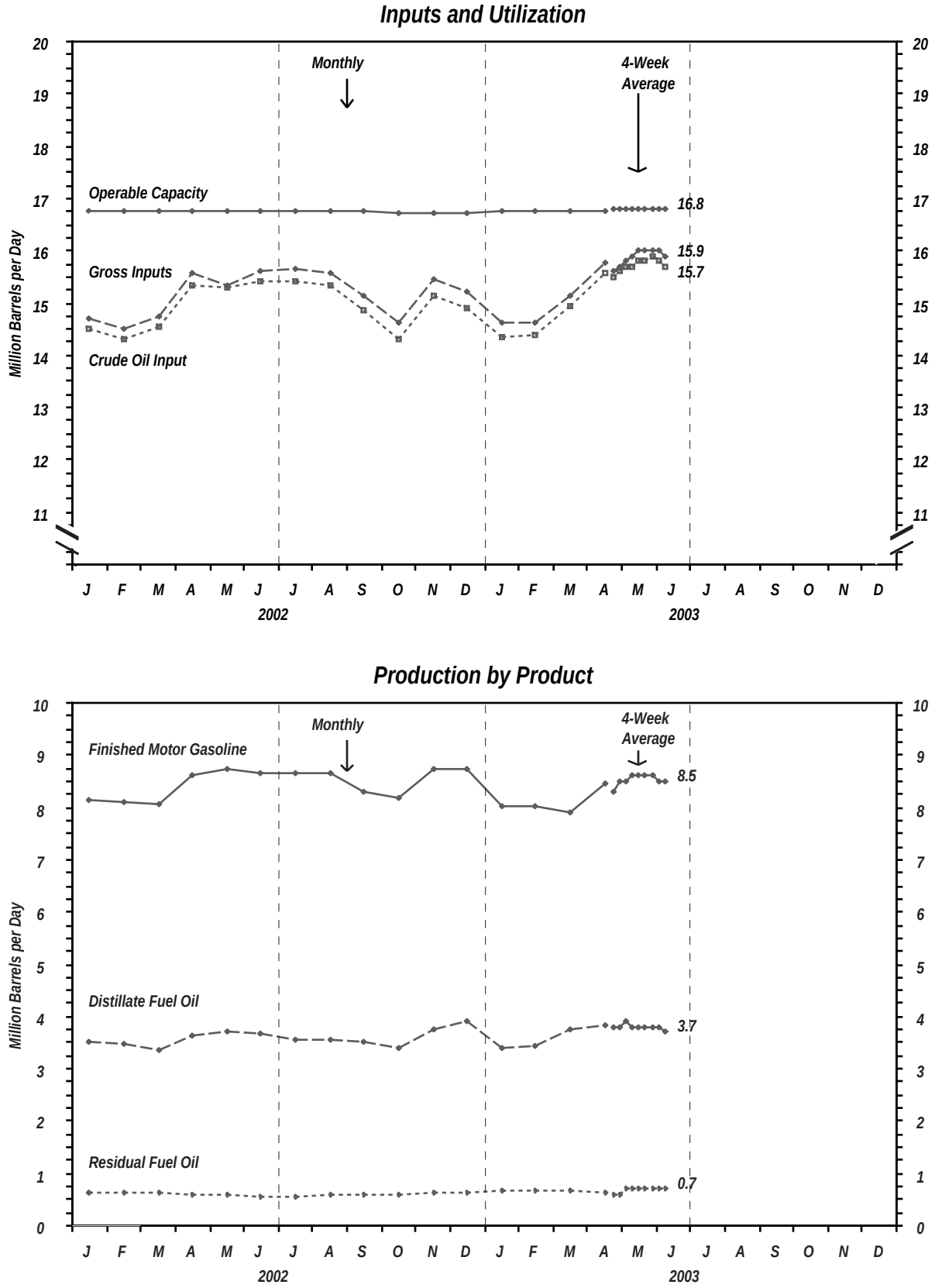
Average for Four-Week Period Ending:

| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** |
|---|---|---|---|---|---|---|---|---|---|
| Finished Motor Gasoline[2] | 8.3 | 8.5 | 8.5 | 8.6 | 8.6 | 8.6 | 8.6 | 8.5 | 8.5 |
| Reformulated | 2.8 | 2.8 | 2.8 | 2.8 | 2.8 | 2.8 | 2.8 | 2.8 | 2.8 |
| Oxygenated[2] | 0.9 | 1.0 | 1.0 | 1.1 | 1.0 | 0.9 | 0.8 | 0.7 | 0.8 |
| Other Finished[2] | 4.6 | 4.7 | 4.7 | 4.7 | 4.8 | 4.9 | 4.9 | 5.0 | 4.9 |
| Jet Fuel | 1.4 | 1.4 | 1.4 | 1.5 | 1.5 | 1.5 | 1.5 | 1.4 | 1.4 |
| Distillate Fuel Oil | 3.8 | 3.8 | 3.9 | 3.8 | 3.8 | 3.8 | 3.8 | 3.8 | 3.7 |
| 0.05% Sulfur and under | 2.8 | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 | 2.9 | 2.8 | 2.8 |
| Greater than 0.05% Sulfur | 0.9 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.9 | 1.0 | 1.0 |
| Residual Fuel Oil | 0.6 | 0.6 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 |

[1] Calculated as gross inputs divided by the latest reported monthly operable capacity. See Glossary. Percentages are calculated using unrounded numbers.
[2] Beginning in 1993, motor gasoline production and product supplied includes blending of fuel ethanol and an adjustment to correct for the imbalance of motor gasoline blending components.

E=Estimate based on data published for the most recent month in the *Petroleum Supply Monthly.*
Note: Production statistics represent net production (i.e., refinery output minus refinery input).
Source: See page 36.

**Figure 1. U.S. Refinery Activity, January 2002 to Present**




Source: See page 36.

## Table 3. Stocks of Crude Oil and Petroleum Products,[1] U.S. Totals, 2002 to Present
(Million Barrels)

| Year/Product | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| Crude Oil[2] | 320.3 | 327.4 | 333.5 | 324.6 | 327.0 | 317.6 | 304.3 | 296.2 | 270.6 | 291.5 | 288.1 | 277.6 |
| Total Motor Gasoline | 222.0 | 217.8 | 213.4 | 216.4 | 218.1 | 216.6 | 214.5 | 204.0 | 206.5 | 193.5 | 205.9 | 209.1 |
| Reformulated | 45.6 | 45.1 | 43.2 | 45.7 | 45.9 | 44.9 | 43.5 | 40.2 | 40.6 | 35.6 | 36.3 | 42.2 |
| Oxygenated | 0.5 | 0.4 | 0.3 | 0.5 | 0.3 | 0.4 | 0.3 | 0.4 | 0.4 | 0.6 | 0.6 | 0.6 |
| Other Finished | 123.6 | 120.0 | 116.3 | 120.8 | 122.1 | 122.3 | 121.0 | 116.7 | 116.3 | 112.0 | 121.2 | 119.1 |
| Blending Components | 52.3 | 52.3 | 53.6 | 49.4 | 49.8 | 49.0 | 49.7 | 46.6 | 49.1 | 45.3 | 47.9 | 47.2 |
| Jet Fuel | 41.2 | 40.8 | 41.8 | 40.4 | 41.0 | 39.1 | 38.4 | 39.4 | 40.6 | 41.7 | 42.7 | 39.2 |
| Distillate Fuel Oil | 136.9 | 130.0 | 123.1 | 122.4 | 127.0 | 133.1 | 133.8 | 130.6 | 126.9 | 121.4 | 124.4 | 134.1 |
| 0.05% Sulfur and under | 80.0 | 77.9 | 74.2 | 74.3 | 77.0 | 79.3 | 76.9 | 71.0 | 68.3 | 65.5 | 71.5 | 80.7 |
| Greater than 0.05% Sulfur | 56.9 | 52.1 | 48.9 | 48.1 | 50.0 | 53.8 | 56.9 | 59.6 | 58.5 | 55.9 | 52.9 | 53.4 |
| Residual Fuel Oil | 41.4 | 39.0 | 34.3 | 34.6 | 33.9 | 32.7 | 33.5 | 31.9 | 33.0 | 33.6 | 35.6 | 31.3 |
| Unfinished Oils | 91.1 | 90.2 | 93.7 | 95.0 | 91.2 | 87.8 | 87.2 | 85.3 | 85.0 | 90.5 | 88.2 | 75.8 |
| Other Oils[3] | 183.1 | 171.3 | 171.5 | 188.3 | 201.5 | 212.8 | 220.5 | 226.7 | 224.3 | 211.2 | 197.7 | 181.7 |
| Total (Excl. SPR) | 1,036.0 | 1,016.5 | 1,011.3 | 1,021.7 | 1,039.7 | 1,039.7 | 1,032.3 | 1,014.1 | 986.8 | 983.4 | 982.6 | 948.8 |
| Crude Oil in SPR | 554.6 | 560.0 | 561.5 | 566.7 | 571.3 | 576.5 | 578.5 | 582.3 | 587.2 | 589.6 | 595.9 | 599.1 |
| Total (Incl. SPR) | 1,590.6 | 1,576.4 | 1,572.8 | 1,588.4 | 1,610.9 | 1,616.1 | 1,610.8 | 1,596.3 | 1,574.1 | 1,573.0 | 1,578.5 | 1,547.9 |
| **2003** | | | | | | | | | | | | |
| Crude Oil[2] | 273.0 | 270.4 | 280.5 | 290.2 | | | | | | | | |
| Total Motor Gasoline | 211.6 | 203.2 | 199.9 | 207.5 | | | | | | | | |
| Reformulated | 37.7 | 35.3 | 32.7 | 35.5 | | | | | | | | |
| Oxygenated | 0.4 | 0.2 | 0.2 | 0.1 | | | | | | | | |
| Other Finished | 120.3 | 116.6 | 112.1 | 116.3 | | | | | | | | |
| Blending Components | 53.2 | 51.2 | 54.9 | 55.6 | | | | | | | | |
| Jet Fuel | 40.6 | 38.5 | 36.8 | 36.6 | | | | | | | | |
| Distillate Fuel Oil[5] | 112.2 | 97.2 | 98.5 | 97.1 | | | | | | | | |
| 0.05% Sulfur and under | 68.4 | 60.5 | 63.5 | 65.9 | | | | | | | | |
| Greater than 0.05% Sulfur | 43.8 | 36.7 | 35.0 | 31.2 | | | | | | | | |
| Residual Fuel Oil | 31.3 | 30.8 | 32.3 | 31.1 | | | | | | | | |
| Unfinished Oils | 80.3 | 83.5 | 84.5 | 85.4 | | | | | | | | |
| Other Oils[3] | 155.9 | 136.6 | 140.9 | 147.8 | | | | | | | | |
| Total (Excl. SPR)[5] | 904.8 | 860.3 | 873.4 | 895.6 | | | | | | | | |
| Crude Oil in SPR | 599.2 | 599.2 | 599.2 | 599.6 | | | | | | | | |
| Total (Incl. SPR)[5] | 1,504.1 | 1,459.5 | 1,472.6 | 1,495.2 | | | | | | | | |

| Week Ending: **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** |
|---|---|---|---|---|---|---|---|---|---|
| Crude Oil[2] | 287.2 | 284.5 | 285.1 | 286.2 | 289.0 | 284.4 | 288.3 | 284.2 | 282.1 |
| Total Motor Gasoline | 207.8 | 208.6 | 208.4 | 205.0 | 207.3 | 209.9 | 209.1 | 208.2 | 205.0 |
| Reformulated | 36.9 | 36.9 | 33.3 | 33.7 | 34.6 | 37.4 | 36.8 | 37.5 | 36.9 |
| Oxygenated | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 |
| Other Finished | 113.5 | 114.9 | 118.7 | 116.4 | 118.3 | 118.8 | 118.9 | 117.6 | 114.9 |
| Blending Components | 57.1 | 56.5 | 56.1 | 54.6 | 54.1 | 53.4 | 53.2 | 52.9 | 52.9 |
| Jet Fuel | 35.8 | 37.1 | 37.4 | 38.4 | 40.4 | 41.1 | 39.9 | 38.4 | 39.1 |
| Distillate Fuel Oil[5] | 97.3 | 99.9 | 102.7 | 101.5 | 104.5 | 107.3 | 109.4 | 109.4 | 109.7 |
| 0.05% Sulfur and under | 64.9 | 66.3 | 68.7 | 68.3 | 71.1 | 71.5 | 73.0 | 72.3 | 72.3 |
| Greater than 0.05% Sulfur | 32.4 | 33.6 | 34.0 | 33.3 | 33.4 | 35.8 | 36.4 | 37.1 | 37.4 |
| Residual Fuel Oil | 31.3 | 31.4 | 33.6 | 35.0 | 36.9 | 36.8 | 35.5 | 35.6 | 34.3 |
| Unfinished Oils | 88.0 | 84.1 | 84.3 | 84.6 | 84.3 | 83.3 | 84.5 | 88.0 | 88.6 |
| Other Oils[3] | E157.8 | E159.2 | E160.6 | E162.0 | E159.4 | E161.4 | E163.3 | E165.1 | E165.8 |
| Total (Excl. SPR)[5] | 905.2 | 904.7 | 912.1 | 912.7 | 921.7 | 924.1 | 930.0 | 928.9 | 924.6 |
| Crude Oil in SPR[4] | 599.6 | 600.4 | 601.1 | 601.6 | 602.5 | 604.0 | 605.2 | 605.5 | 607.3 |
| Total (Incl. SPR)[5] | 1,504.8 | 1,505.1 | 1,513.2 | 1,514.3 | 1,524.2 | 1,528.1 | 1,535.3 | 1,534.4 | 1,532.0 |

[1] Product stocks include those domestic and Customs-cleared foreign stocks held at, or in transit to, refineries and bulk terminals, and stocks in pipelines. Stocks held at natural gas processing plants are included in "Other Oils" and in totals. All stock levels are as of the end of the period.

[2] Crude oil stocks include those domestic and Customs-cleared foreign crude oil stocks held at refineries, in pipelines, in lease tanks, and in transit to refineries. Does not include those held in the Strategic Petroleum Reserve(SPR).

[3] Included are stocks of all other oils such as aviation gasoline, kerosene, natural gas liquids and LRG's, other hydrocarbons and oxygenates, aviation gasoline blending components, naphtha and other oils for petrochemical feedstock use, special naphthas, lube oils, waxes, coke, asphalt, road oil, and miscellaneous oils.

[4] Crude oil stocks in the SPR include non-U.S. stocks held under foreign or commercial storage agreements.

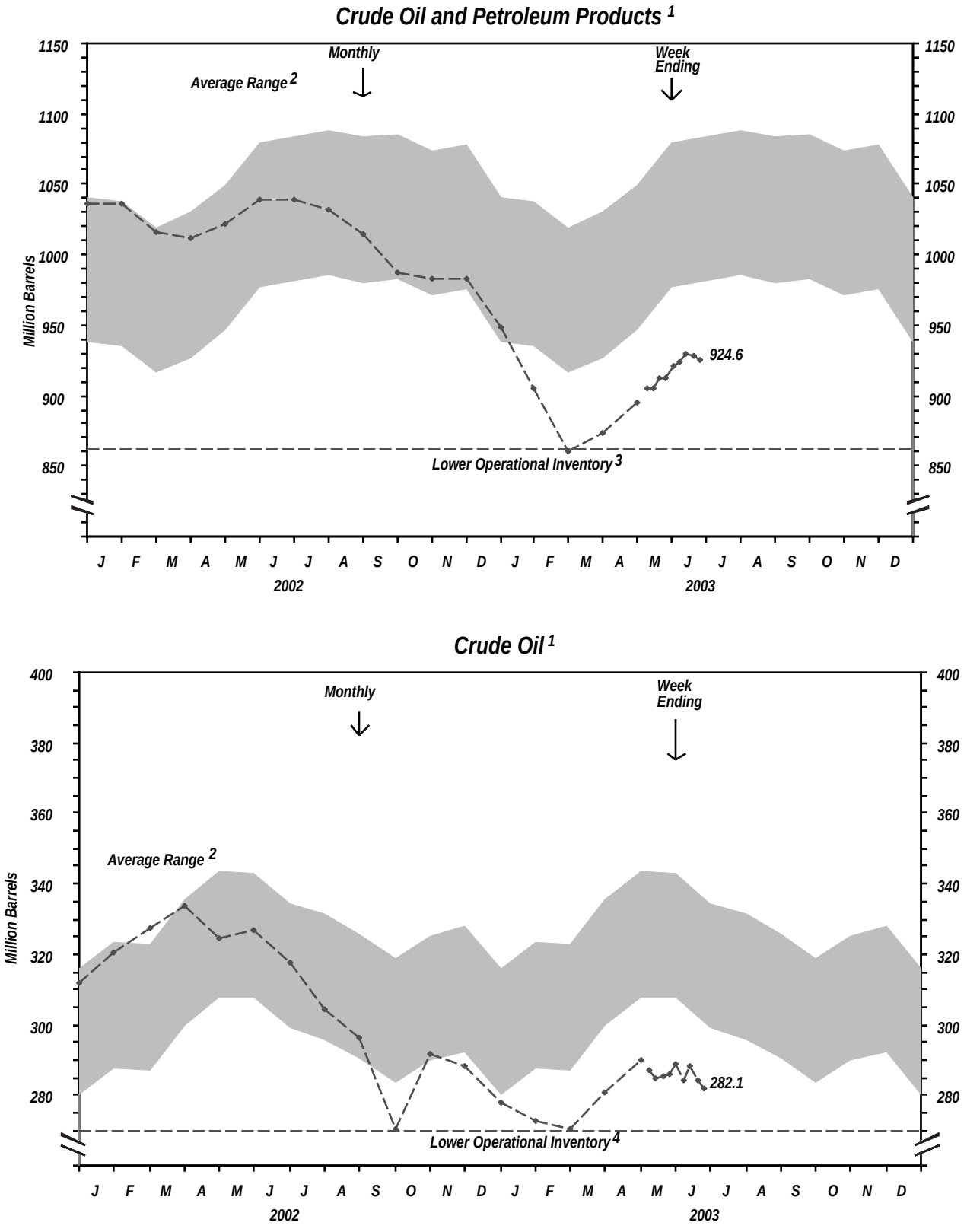
[5] Distillate fuel oil stocks located in the "Northeast Heating Oil Reserve" are not included. For details see Appendix D.

E=Estimated. See Appendix A for explanation of Other Oils Stocks estimation methodology.

Note: Data may not add to total due to independent rounding.

Source: See page 36.

**Figure 2. Stocks of Crude Oil and Petroleum Products, U.S. Totals, January 2002 to Present**




[1] Excludes stocks held in the Strategic Petroleum Reserve. Includes domestic and Customs-cleared foreign products and/or crude oil held at, or in transit to, refineries and bulk terminals, and stocks in pipelines.

[2] Average level and width of average range (the shaded band) are based on 5 years of monthly data: January 1998 - December 2002. The seasonal pattern is based on 7 years of monthly data. See Appendix A for further explanation.

[3] The Lower Operational Inventory for total stocks is 862.0 million barrels. See Appendix A for further explanation.

[4] The Lower Operational Inventory for crude oil stocks is 270.0 million barrels.

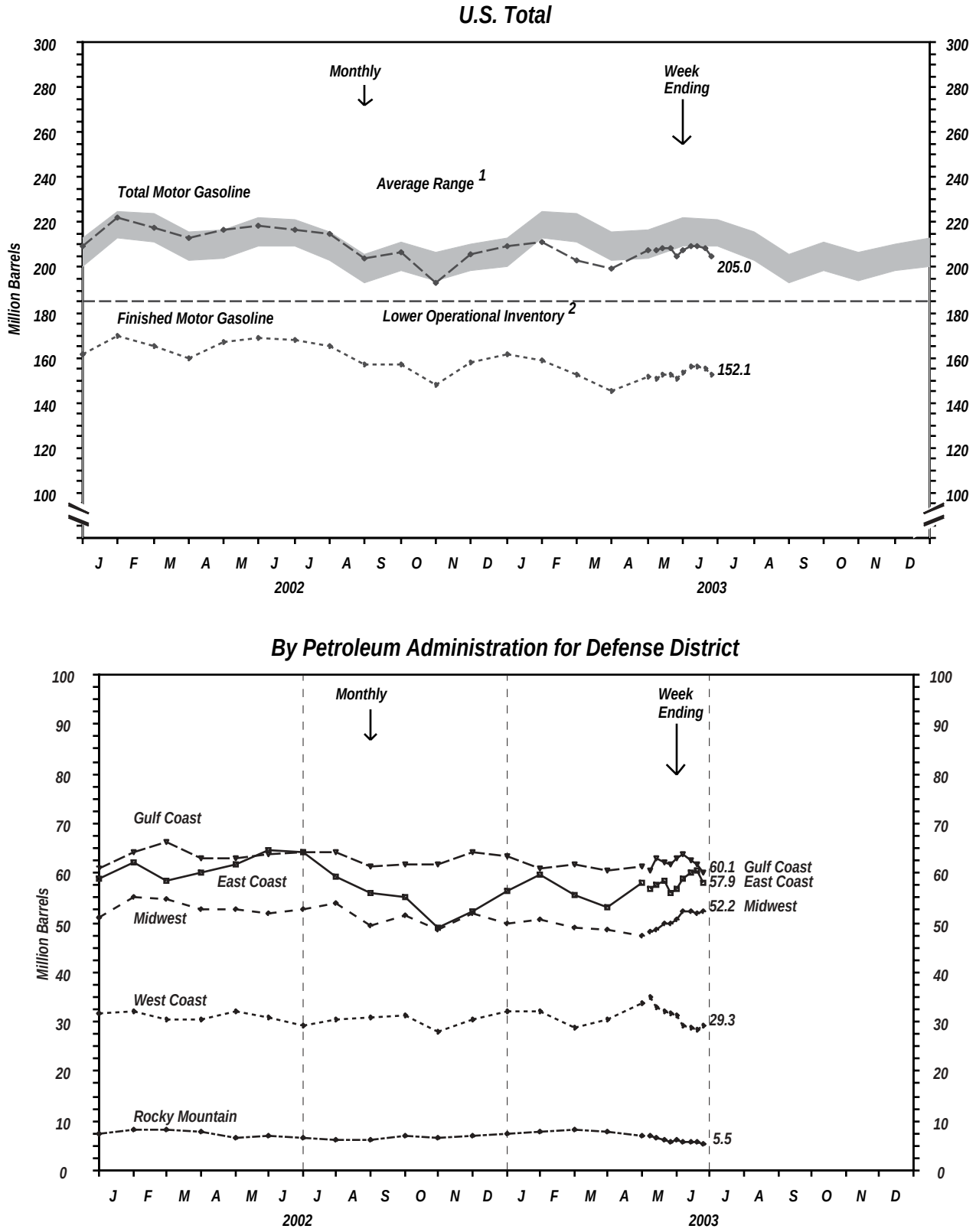
Source: See page 36.

**Table 4. Stocks of Motor Gasoline by Petroleum Administration for Defense District (PADD), 2002 to Present**
(Million Barrels)

| Year/District | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| Total Motor Gasoline | 222.0 | 217.8 | 213.4 | 216.4 | 218.1 | 216.6 | 214.5 | 204.0 | 206.5 | 193.5 | 205.9 | 209.1 |
| East Coast (PADD I) | 62.2 | 58.4 | 60.1 | 61.8 | 64.6 | 64.0 | 59.1 | 55.9 | 55.0 | 48.9 | 52.3 | 56.5 |
| New England (PADD IX) | 5.4 | 5.4 | 4.6 | 5.3 | 5.3 | 5.5 | 4.9 | 4.5 | 5.1 | 3.6 | 3.8 | 4.3 |
| Central Atlantic (PADD IY) | 33.4 | 32.3 | 33.4 | 33.7 | 35.2 | 33.7 | 31.1 | 30.5 | 29.0 | 24.5 | 26.1 | 29.5 |
| Lower Atlantic (PADD IZ) | 23.4 | 20.7 | 22.1 | 22.8 | 24.2 | 24.8 | 23.1 | 20.9 | 20.9 | 20.9 | 22.4 | 22.6 |
| Midwest (PADD II) | 55.3 | 54.8 | 52.6 | 52.5 | 52.0 | 52.5 | 54.1 | 49.4 | 51.5 | 48.5 | 51.8 | 49.7 |
| Gulf Coast (PADD III) | 64.3 | 66.2 | 62.8 | 63.2 | 63.7 | 64.2 | 64.4 | 61.5 | 61.9 | 61.8 | 64.3 | 63.4 |
| Rocky Mountain (PADD IV) | 8.1 | 8.1 | 7.7 | 6.7 | 6.9 | 6.6 | 6.4 | 6.3 | 6.8 | 6.5 | 7.0 | 7.3 |
| West Coast (PADD V) | 32.0 | 30.3 | 30.3 | 32.2 | 30.9 | 29.3 | 30.5 | 30.9 | 31.4 | 27.8 | 30.6 | 32.2 |
| Finished Motor Gasoline | 169.7 | 165.5 | 159.8 | 167.0 | 168.3 | 167.6 | 164.8 | 157.3 | 157.4 | 148.2 | 158.0 | 161.9 |
| Reformulated | 45.6 | 45.1 | 43.2 | 45.7 | 45.9 | 44.9 | 43.5 | 40.2 | 40.6 | 35.6 | 36.3 | 42.2 |
| Oxygenated | 0.5 | 0.4 | 0.3 | 0.5 | 0.3 | 0.4 | 0.3 | 0.4 | 0.4 | 0.6 | 0.6 | 0.6 |
| Other Finished | 123.6 | 120.0 | 116.3 | 120.8 | 122.1 | 122.3 | 121.0 | 116.7 | 116.3 | 112.0 | 121.2 | 119.1 |
| Blending Components | 52.3 | 52.3 | 53.6 | 49.4 | 49.8 | 49.0 | 49.7 | 46.6 | 49.1 | 45.3 | 47.9 | 47.2 |
| **2003** | | | | | | | | | | | | |
| Total Motor Gasoline | 211.6 | 203.2 | 199.9 | 207.5 | | | | | | | | |
| East Coast (PADD I) | 59.9 | 55.5 | 52.9 | 57.9 | | | | | | | | |
| New England (PADD IX) | 4.4 | 3.7 | 4.2 | 4.3 | | | | | | | | |
| Central Atlantic (PADD IY) | 30.8 | 28.0 | 26.9 | 30.1 | | | | | | | | |
| Lower Atlantic (PADD IZ) | 24.6 | 23.7 | 21.9 | 23.4 | | | | | | | | |
| Midwest (PADD II) | 50.5 | 49.1 | 48.4 | 47.5 | | | | | | | | |
| Gulf Coast (PADD III) | 61.0 | 61.9 | 60.6 | 61.3 | | | | | | | | |
| Rocky Mountain (PADD IV) | 7.9 | 8.1 | 7.6 | 7.0 | | | | | | | | |
| West Coast (PADD V) | 32.3 | 28.6 | 30.4 | 33.9 | | | | | | | | |
| Finished Motor Gasoline | 158.4 | 152.1 | 145.0 | 151.9 | | | | | | | | |
| Reformulated | 37.7 | 35.3 | 32.7 | 35.5 | | | | | | | | |
| Oxygenated | 0.4 | 0.2 | 0.2 | 0.1 | | | | | | | | |
| Other Finished | 120.3 | 116.6 | 112.1 | 116.3 | | | | | | | | |
| Blending Components | 53.2 | 51.2 | 54.9 | 55.6 | | | | | | | | |
| Week Ending: | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| Total Motor Gasoline | 207.8 | 208.6 | 208.4 | 205.0 | 207.3 | 209.9 | 209.1 | 208.2 | 205.0 | | | |
| East Coast (PADD I) | 56.7 | 57.8 | 58.3 | 56.1 | 56.6 | 58.7 | 59.9 | 60.3 | 57.9 | | | |
| New England (PADD IX) | 4.5 | 4.4 | 4.5 | 4.0 | 4.5 | 4.3 | 4.6 | 4.4 | 4.8 | | | |
| Central Atlantic (PADD IY) | 30.5 | 30.9 | 30.3 | 29.0 | 29.1 | 30.7 | 30.1 | 31.5 | 31.5 | | | |
| Lower Atlantic (PADD IZ) | 21.7 | 22.5 | 23.5 | 23.1 | 23.0 | 23.7 | 25.2 | 24.4 | 21.5 | | | |
| Midwest (PADD II) | 48.3 | 48.4 | 49.6 | 49.6 | 50.6 | 52.1 | 52.3 | 51.7 | 52.2 | | | |
| Gulf Coast (PADD III) | 60.6 | 63.1 | 62.2 | 61.7 | 62.8 | 63.9 | 62.4 | 61.9 | 60.1 | | | |
| Rocky Mountain (PADD IV) | 7.0 | 6.6 | 6.3 | 5.9 | 6.0 | 5.7 | 5.6 | 5.9 | 5.5 | | | |
| West Coast (PADD V) | 35.1 | 32.8 | 32.0 | 31.7 | 31.2 | 29.4 | 29.0 | 28.4 | 29.3 | | | |
| Finished Motor Gasoline | 150.7 | 152.1 | 152.3 | 150.4 | 153.2 | 156.4 | 155.9 | 155.3 | 152.1 | | | |
| Reformulated | 36.9 | 36.9 | 33.3 | 33.7 | 34.6 | 37.4 | 36.8 | 37.5 | 36.9 | | | |
| Oxygenated | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | | | |
| Other Finished | 113.5 | 114.9 | 118.7 | 116.4 | 118.3 | 118.8 | 118.9 | 117.6 | 114.9 | | | |
| Blending Components | 57.1 | 56.5 | 56.1 | 54.6 | 54.1 | 53.4 | 53.2 | 52.9 | 52.9 | | | |

Note: PADD and sub-PADD data may not add to total due to independent rounding.
Source: See page 36.

**Figure 3. Stocks of Motor Gasoline by Petroleum Administration for Defense District, January 2002 to Present**




[1] Average level and width of average range (the shaded band) are based on 5 years of monthly data: January 1998 - December 2002. The seasonal pattern is based on 7 years of monthly data. See Appendix A for further explanation.

[2] The Lower Operational Inventory for total motor gasoline stocks is 185.0 million barrels.

Source: See page 36.

## Table 5. Stocks of Distillate Fuel Oil by Petroleum Administration for Defense District (PADD), 2002 to Present
(Million Barrels)

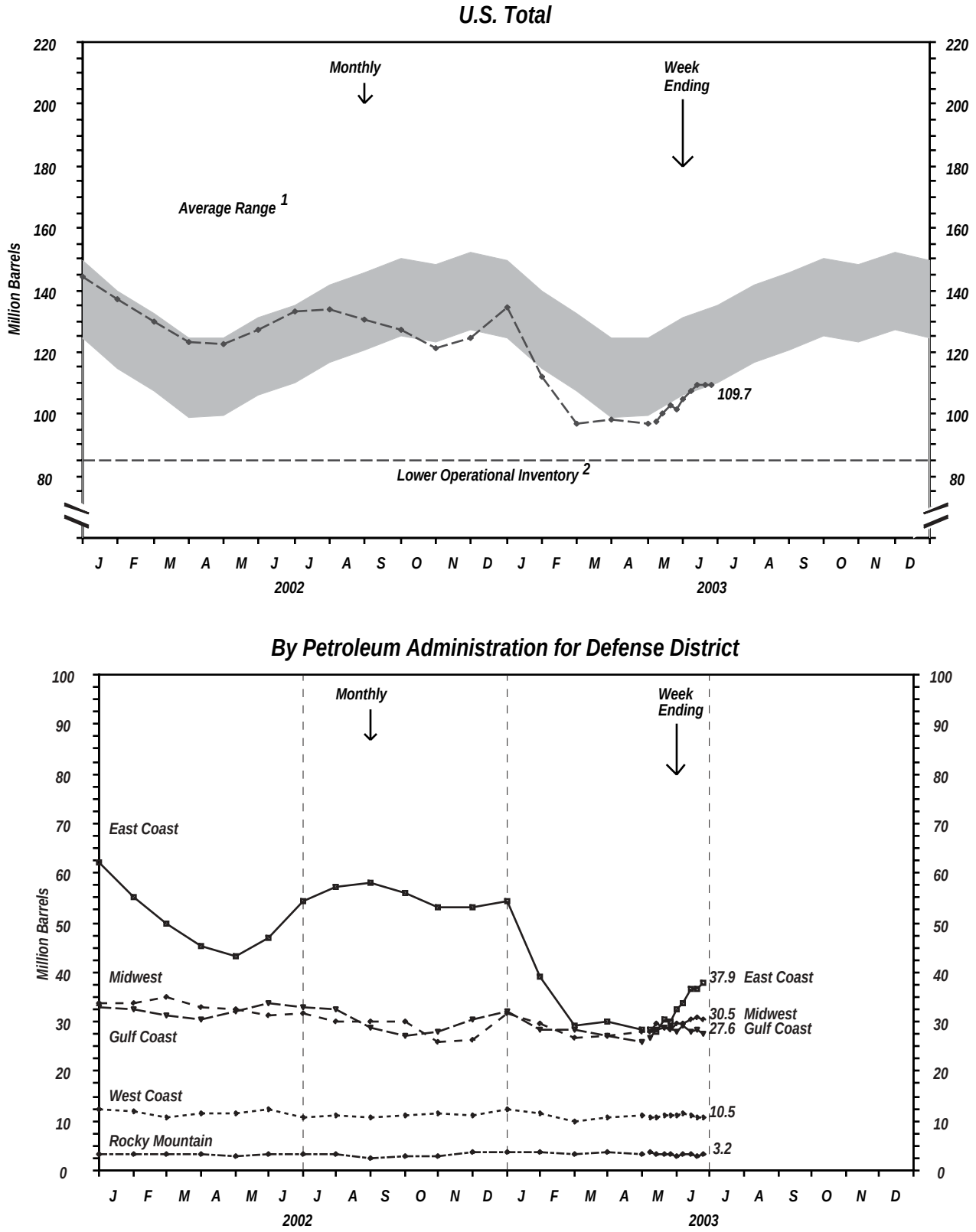
| Year/District | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| Total U.S. | 136.9 | 130.0 | 123.1 | 122.4 | 127.0 | 133.1 | 133.8 | 130.6 | 126.9 | 121.4 | 124.4 | 134.1 |
| 0.05% Sulfur and under | 80.0 | 77.9 | 74.2 | 74.3 | 77.0 | 79.3 | 76.9 | 71.0 | 68.3 | 65.5 | 71.5 | 80.7 |
| Greater than 0.05% Sulfur | 56.9 | 52.1 | 48.9 | 48.1 | 50.0 | 53.8 | 56.9 | 59.6 | 58.5 | 55.9 | 52.9 | 53.4 |
| East Coast (PADD I) | 55.1 | 49.9 | 45.2 | 43.2 | 46.9 | 54.5 | 57.1 | 58.1 | 55.8 | 53.3 | 53.0 | 54.5 |
| 0.05% Sulfur and under | 20.9 | 18.7 | 15.9 | 14.9 | 18.0 | 22.1 | 20.8 | 19.6 | 17.7 | 16.4 | 19.0 | 21.0 |
| Greater than 0.05% Sulfur | 34.2 | 31.2 | 29.3 | 28.4 | 28.8 | 32.3 | 36.2 | 38.5 | 38.1 | 36.9 | 34.0 | 33.5 |
| New England (PADD IX) | 9.9 | 8.8 | 7.3 | 7.2 | 7.8 | 8.6 | 9.8 | 10.2 | 9.6 | 8.2 | 8.3 | 8.1 |
| Central Atlantic (PADD IY) | 32.4 | 28.4 | 25.5 | 24.4 | 26.4 | 30.6 | 33.3 | 34.8 | 34.1 | 33.5 | 31.7 | 31.5 |
| Lower Atlantic (PADD IZ) | 12.9 | 12.7 | 12.5 | 11.7 | 12.7 | 15.3 | 13.9 | 13.1 | 12.1 | 11.6 | 13.1 | 14.9 |
| Midwest (PADD II) | 33.9 | 35.0 | 32.9 | 32.4 | 31.1 | 31.6 | 29.9 | 30.0 | 29.9 | 25.9 | 26.5 | 31.5 |
| 0.05% Sulfur and under | 26.0 | 27.0 | 25.1 | 24.6 | 23.3 | 23.0 | 22.5 | 21.6 | 20.8 | 18.5 | 19.5 | 24.3 |
| Greater than 0.05% Sulfur | 7.9 | 8.0 | 7.8 | 7.8 | 7.8 | 8.6 | 7.5 | 8.4 | 9.1 | 7.4 | 7.0 | 7.3 |
| Gulf Coast (PADD III) | 32.5 | 31.1 | 30.5 | 32.1 | 33.5 | 32.9 | 32.4 | 28.9 | 27.1 | 27.9 | 30.4 | 31.9 |
| 0.05% Sulfur and under | 20.9 | 20.7 | 21.3 | 23.1 | 22.8 | 22.6 | 21.7 | 18.7 | 18.4 | 19.0 | 21.2 | 22.4 |
| Greater than 0.05% Sulfur | 11.7 | 10.3 | 9.2 | 9.0 | 10.7 | 10.4 | 10.7 | 10.2 | 8.7 | 8.9 | 9.3 | 9.6 |
| Rocky Mountain (PADD IV) | 3.2 | 3.3 | 3.1 | 3.1 | 3.3 | 3.3 | 3.1 | 2.6 | 2.9 | 3.0 | 3.5 | 3.8 |
| 0.05% Sulfur and under | 2.8 | 3.0 | 2.7 | 2.6 | 2.8 | 2.8 | 2.7 | 2.3 | 2.4 | 2.6 | 3.0 | 3.2 |
| Greater than 0.05% Sulfur | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.4 | 0.3 | 0.5 | 0.4 | 0.5 | 0.6 |
| West Coast (PADD V) | 12.1 | 10.7 | 11.4 | 11.6 | 12.2 | 10.9 | 11.3 | 10.9 | 11.2 | 11.4 | 10.9 | 12.3 |
| 0.05% Sulfur and under | 9.4 | 8.4 | 9.1 | 9.1 | 10.0 | 8.8 | 9.2 | 8.7 | 9.0 | 9.0 | 8.7 | 9.9 |
| Greater than 0.05% Sulfur | 2.7 | 2.3 | 2.3 | 2.5 | 2.3 | 2.1 | 2.1 | 2.1 | 2.2 | 2.3 | 2.2 | 2.5 |
| **2003** | | | | | | | | | | | | |
| Total U.S. | 112.2 | 97.2 | 98.5 | 97.1 | | | | | | | | |
| 0.05% Sulfur and under | 68.4 | 60.5 | 63.5 | 65.9 | | | | | | | | |
| Greater than 0.05% Sulfur | 43.8 | 36.7 | 35.0 | 31.2 | | | | | | | | |
| East Coast (PADD I) | 39.3 | 29.0 | 30.2 | 28.4 | | | | | | | | |
| 0.05% Sulfur and under | 15.6 | 12.3 | 13.9 | 15.2 | | | | | | | | |
| Greater than 0.05% Sulfur | 23.7 | 16.7 | 16.3 | 13.2 | | | | | | | | |
| New England (PADD IX) | 5.8 | 3.7 | 4.5 | 3.2 | | | | | | | | |
| Central Atlantic (PADD IY) | 22.4 | 15.1 | 15.6 | 13.2 | | | | | | | | |
| Lower Atlantic (PADD IZ) | 11.1 | 10.1 | 10.0 | 12.1 | | | | | | | | |
| Midwest (PADD II) | 29.7 | 26.6 | 27.0 | 28.0 | | | | | | | | |
| 0.05% Sulfur and under | 23.0 | 19.7 | 19.6 | 20.6 | | | | | | | | |
| Greater than 0.05% Sulfur | 6.7 | 7.0 | 7.4 | 7.4 | | | | | | | | |
| Gulf Coast (PADD III) | 28.2 | 28.5 | 27.0 | 26.1 | | | | | | | | |
| 0.05% Sulfur and under | 17.6 | 18.0 | 18.3 | 18.6 | | | | | | | | |
| Greater than 0.05% Sulfur | 10.6 | 10.5 | 8.7 | 7.5 | | | | | | | | |
| Rocky Mountain (PADD IV) | 3.6 | 3.2 | 3.6 | 3.4 | | | | | | | | |
| 0.05% Sulfur and under | 3.1 | 2.7 | 3.1 | 3.0 | | | | | | | | |
| Greater than 0.05% Sulfur | 0.5 | 0.5 | 0.5 | 0.4 | | | | | | | | |
| West Coast (PADD V) | 11.5 | 9.9 | 10.7 | 11.2 | | | | | | | | |
| 0.05% Sulfur and under | 9.1 | 7.9 | 8.5 | 8.5 | | | | | | | | |
| Greater than 0.05% Sulfur | 2.4 | 2.0 | 2.2 | 2.7 | | | | | | | | |

| Week Ending: **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** |
|---|---|---|---|---|---|---|---|---|---|
| Total U.S. | 97.3 | 99.9 | 102.7 | 101.5 | 104.5 | 107.3 | 109.4 | 109.4 | 109.7 |
| 0.05% Sulfur and under | 64.9 | 66.3 | 68.7 | 68.3 | 71.1 | 71.5 | 73.0 | 72.3 | 72.3 |
| Greater than 0.05% Sulfur | 32.4 | 33.6 | 34.0 | 33.3 | 33.4 | 35.8 | 36.4 | 37.1 | 37.4 |
| East Coast (PADD I) | 28.2 | 28.0 | 30.5 | 30.0 | 32.7 | 33.8 | 36.7 | 36.6 | 37.9 |
| 0.05% Sulfur and under | 14.3 | 14.4 | 15.7 | 14.9 | 18.4 | 17.2 | 19.7 | 18.9 | 18.6 |
| Greater than 0.05% Sulfur | 13.9 | 13.6 | 14.8 | 15.1 | 14.2 | 16.6 | 17.0 | 17.7 | 19.3 |
| New England (PADD IX) | 3.3 | 2.8 | 3.3 | 4.1 | 4.4 | 4.9 | 5.5 | 5.8 | 6.3 |
| Central Atlantic (PADD IY) | 13.5 | 14.4 | 14.2 | 14.6 | 15.2 | 17.0 | 17.8 | 18.8 | 19.6 |
| Lower Atlantic (PADD IZ) | 11.4 | 10.7 | 12.9 | 11.3 | 13.1 | 11.9 | 13.5 | 11.9 | 12.0 |
| Midwest (PADD II) | 28.0 | 29.5 | 28.9 | 28.3 | 29.8 | 29.5 | 30.5 | 30.9 | 30.5 |
| 0.05% Sulfur and under | 20.4 | 21.3 | 20.9 | 20.5 | 21.3 | 20.9 | 22.2 | 22.5 | 22.7 |
| Greater than 0.05% Sulfur | 7.6 | 8.2 | 8.0 | 7.8 | 8.6 | 8.6 | 8.2 | 8.4 | 7.9 |
| Gulf Coast (PADD III) | 26.6 | 28.3 | 28.8 | 28.7 | 27.8 | 29.3 | 28.1 | 28.3 | 27.6 |
| 0.05% Sulfur and under | 18.9 | 19.3 | 20.4 | 21.1 | 19.9 | 21.7 | 19.8 | 19.8 | 20.3 |
| Greater than 0.05% Sulfur | 7.7 | 9.1 | 8.4 | 7.5 | 7.8 | 7.7 | 8.3 | 8.4 | 7.2 |
| Rocky Mountain (PADD IV) | 3.6 | 3.3 | 3.3 | 3.2 | 3.0 | 3.2 | 3.2 | 3.0 | 3.2 |
| 0.05% Sulfur and under | 3.1 | 2.8 | 2.9 | 2.8 | 2.6 | 2.8 | 2.8 | 2.6 | 2.8 |
| Greater than 0.05% Sulfur | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| West Coast (PADD V) | 10.9 | 10.9 | 11.2 | 11.3 | 11.2 | 11.5 | 11.0 | 10.6 | 10.5 |
| 0.05% Sulfur and under | 8.2 | 8.5 | 8.7 | 8.9 | 8.9 | 8.9 | 8.5 | 8.5 | 7.8 |
| Greater than 0.05% Sulfur | 2.7 | 2.3 | 2.5 | 2.4 | 2.4 | 2.6 | 2.5 | 2.2 | 2.6 |

Notes: • PADD and sub-PADD data may not add to total due to independent rounding. • Distillate fuel oil stocks located in the "Northeast Heating Oil Reserve" are not included. For details see Appendix D.

Source: See page 36.

**Figure 4. Stocks of Distillate Fuel Oil by Petroleum Administration for Defense District, January 2002 to Present**




[1] Average level and width of average range (the shaded band) are based on 5 years of monthly data: January 1998 - December 2002. The seasonal pattern is based on 7 years of monthly data. See Appendix A for further explanation.

[2] The Lower Operational Inventory for distillate fuel oil stocks is 85.0 million barrels.

Source: See page 36.

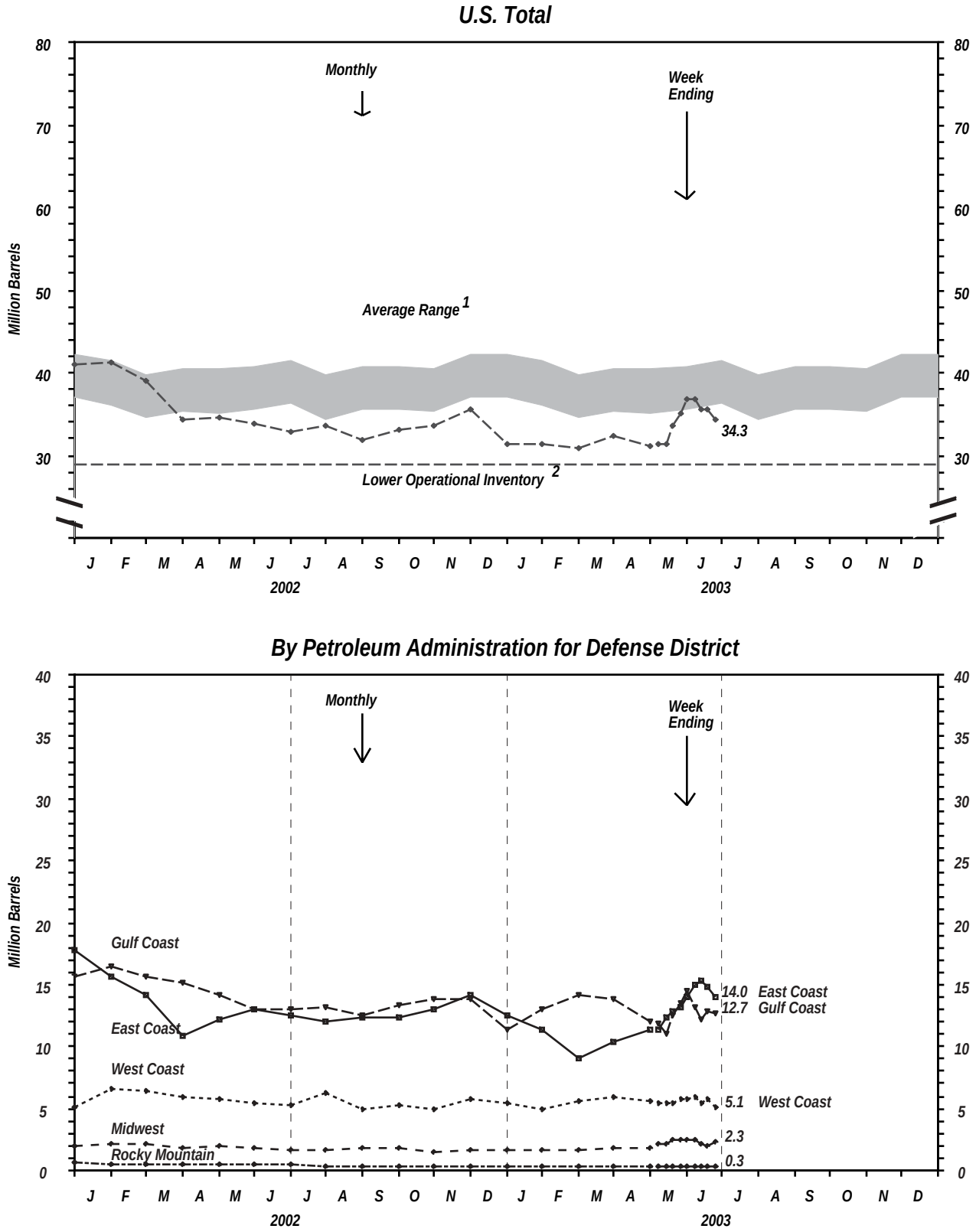
**Table 6. Stocks of Residual Fuel Oil by Petroleum Administration for Defense District (PADD), 2002 to Present**
(Million Barrels)

| Year/District | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| Total U.S. | 41.4 | 39.0 | 34.3 | 34.6 | 33.9 | 32.7 | 33.5 | 31.9 | 33.0 | 33.6 | 35.6 | 31.3 |
| East Coast (PADD I) | 15.7 | 14.2 | 10.9 | 12.2 | 13.0 | 12.5 | 12.0 | 12.3 | 12.4 | 13.0 | 14.1 | 12.5 |
| New England (PADD IX) | 1.4 | 1.2 | 1.1 | 0.8 | 1.1 | 0.9 | 0.5 | 0.7 | 1.0 | 0.8 | 0.8 | 0.8 |
| Central Atlantic (PADD IY) | 11.7 | 9.7 | 7.3 | 8.1 | 8.7 | 8.5 | 8.4 | 8.7 | 9.1 | 9.6 | 10.6 | 9.3 |
| Lower Atlantic (PADD IZ) | 2.5 | 3.4 | 2.5 | 3.3 | 3.2 | 3.1 | 3.1 | 3.0 | 2.3 | 2.6 | 2.7 | 2.4 |
| Midwest (PADD II) | 2.2 | 2.1 | 1.8 | 2.0 | 1.8 | 1.6 | 1.7 | 1.7 | 1.8 | 1.6 | 1.6 | 1.6 |
| Gulf Coast (PADD III) | 16.5 | 15.7 | 15.2 | 14.1 | 13.1 | 12.9 | 13.2 | 12.6 | 13.3 | 13.8 | 13.9 | 11.4 |
| Rocky Mountain (PADD IV) | 0.6 | 0.6 | 0.5 | 0.5 | 0.5 | 0.4 | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| West Coast (PADD V) | 6.5 | 6.4 | 5.9 | 5.8 | 5.5 | 5.2 | 6.2 | 5.0 | 5.2 | 5.0 | 5.7 | 5.5 |
| **2003** | | | | | | | | | | | | |
| Total U.S. | 31.3 | 30.8 | 32.3 | 31.1 | | | | | | | | |
| East Coast (PADD I) | 11.4 | 9.0 | 10.4 | 11.4 | | | | | | | | |
| New England (PADD IX) | 0.7 | 0.6 | 0.7 | 0.6 | | | | | | | | |
| Central Atlantic (PADD IY) | 8.5 | 6.2 | 7.4 | 8.7 | | | | | | | | |
| Lower Atlantic (PADD IZ) | 2.2 | 2.2 | 2.3 | 2.1 | | | | | | | | |
| Midwest (PADD II) | 1.6 | 1.6 | 1.8 | 1.8 | | | | | | | | |
| Gulf Coast (PADD III) | 13.0 | 14.2 | 13.9 | 12.0 | | | | | | | | |
| Rocky Mountain (PADD IV) | 0.3 | 0.3 | 0.3 | 0.3 | | | | | | | | |
| West Coast (PADD V) | 5.0 | 5.7 | 5.9 | 5.6 | | | | | | | | |

| Week Ending: | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** |
| Total U.S. | 31.3 | 31.4 | 33.6 | 35.0 | 36.9 | 36.8 | 35.5 | 35.6 | 34.3 |
| East Coast (PADD I) | 11.4 | 12.3 | 12.9 | 13.1 | 14.0 | 15.0 | 15.3 | 14.8 | 14.0 |
| New England (PADD IX) | 0.7 | 0.7 | 1.0 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 |
| Central Atlantic (PADD IY) | 8.3 | 8.9 | 9.6 | 9.8 | 10.8 | 11.6 | 11.8 | 11.2 | 10.5 |
| Lower Atlantic (PADD IZ) | 2.4 | 2.7 | 2.3 | 2.3 | 2.3 | 2.5 | 2.6 | 2.7 | 2.6 |
| Midwest (PADD II) | 2.2 | 2.2 | 2.4 | 2.5 | 2.4 | 2.4 | 2.1 | 2.0 | 2.3 |
| Gulf Coast (PADD III) | 11.9 | 11.1 | 12.5 | 13.5 | 14.5 | 13.2 | 12.2 | 12.8 | 12.7 |
| Rocky Mountain (PADD IV) | 0.3 | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| West Coast (PADD V) | 5.5 | 5.4 | 5.5 | 5.7 | 5.7 | 5.9 | 5.5 | 5.7 | 5.1 |

Note: PADD and sub-PADD data may not add to total due to independent rounding.
Source: See page 36.

**Figure 5. Stocks of Residual Fuel Oil by Petroleum Administration for Defense District, January 2002 to Present**

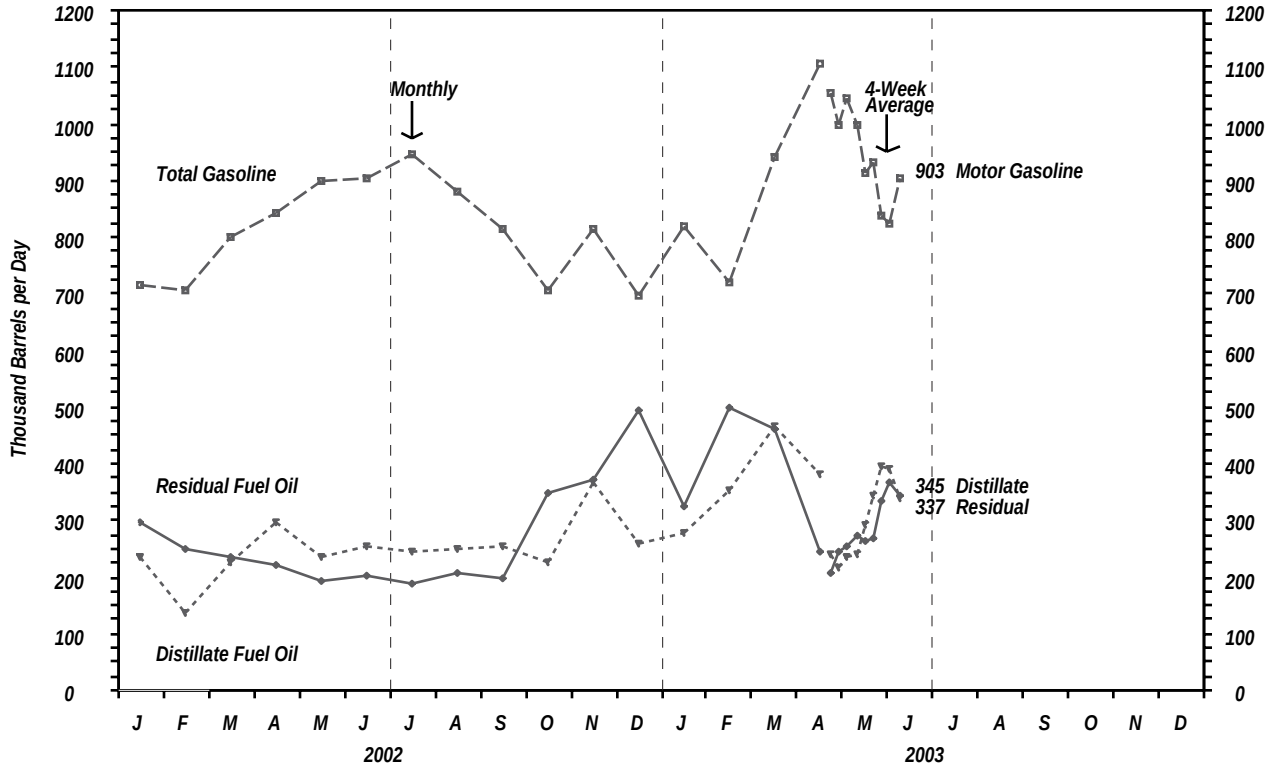



[1] Average level and width of average range (the shaded band) are based on 5 years of monthly data: January 1998 - December 2002. The seasonal pattern is based on 7 years of monthly data. See Appendix A for further explanation.

[2] The Lower Operational Inventory for residual fuel oil stocks is 29.0 million barrels.

Source: See page 36.

## Figure 6. U.S. Imports of Petroleum Products by Product, January 2002 to Present




## Table 7. U.S. Imports of Petroleum Products by Product, 2002 to Present

(Thousand Barrels per Day)

| Year/Product | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| Total Motor Gasoline | 713 | 708 | 798 | 842 | 899 | 904 | 944 | 878 | 813 | 704 | 813 | 697 |
| Reformulated | 222 | 212 | 188 | 225 | 176 | 290 | 257 | 247 | 224 | 198 | 284 | 275 |
| Oxygenated | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Finished | 207 | 230 | 316 | 287 | 304 | 295 | 269 | 292 | 256 | 266 | 264 | 195 |
| Blending Components | 284 | 266 | 294 | 329 | 419 | 318 | 418 | 340 | 333 | 239 | 265 | 227 |
| Jet Fuel | 99 | 107 | 109 | 137 | 79 | 81 | 92 | 112 | 111 | 171 | 117 | 75 |
| Distillate Fuel Oil | 298 | 248 | 234 | 219 | 193 | 204 | 188 | 205 | 196 | 350 | 373 | 496 |
| 0.05% Sulfur and under | 97 | 94 | 71 | 83 | 96 | 107 | 88 | 91 | 101 | 155 | 162 | 135 |
| Greater than 0.05% Sulfur | 201 | 154 | 163 | 137 | 97 | 97 | 100 | 113 | 96 | 195 | 211 | 361 |
| Residual Fuel Oil | 233 | 136 | 225 | 296 | 235 | 256 | 245 | 249 | 254 | 228 | 366 | 259 |
| Other Petroleum Products[1] | 1,037 | 952 | 1,033 | 971 | 1,039 | 985 | 970 | 902 | 903 | 908 | 944 | 832 |
| **2003** | | | | | | | | | | | | |
| Total Motor Gasoline | 818 | 718 | 939 | 1,106 | | | | | | | | |
| Reformulated | 209 | 169 | 236 | 241 | | | | | | | | |
| Oxygenated | 0 | 0 | 0 | 0 | | | | | | | | |
| Other Finished | 265 | 256 | 305 | 438 | | | | | | | | |
| Blending Components | 344 | 293 | 398 | 426 | | | | | | | | |
| Jet Fuel | 94 | 109 | 107 | 106 | | | | | | | | |
| Distillate Fuel Oil | 324 | 498 | 460 | 246 | | | | | | | | |
| 0.05% Sulfur and under | 68 | 92 | 128 | 106 | | | | | | | | |
| Greater than 0.05% Sulfur | 257 | 406 | 332 | 140 | | | | | | | | |
| Residual Fuel Oil | 280 | 353 | 466 | 383 | | | | | | | | |
| Other Petroleum Products[1] | 945 | 782 | 829 | 799 | | | | | | | | |

| Average for Four-Week Period Ending: **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** |
|---|---|---|---|---|---|---|---|---|---|
| Total Motor Gasoline | 1,055 | 996 | 1,047 | 1,000 | 913 | 934 | 838 | 825 | 903 |
| Reformulated | 216 | 232 | 249 | 241 | 260 | 261 | 252 | 253 | 263 |
| Oxygenated | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Finished | 410 | 394 | 363 | 346 | 281 | 264 | 240 | 226 | 245 |
| Blending Components | 430 | 370 | 436 | 414 | 372 | 408 | 346 | 346 | 395 |
| Jet Fuel | 104 | 116 | 130 | 129 | 125 | 137 | 111 | 119 | 141 |
| Distillate Fuel Oil | 205 | 245 | 254 | 271 | 264 | 267 | 334 | 366 | 345 |
| 0.05% Sulfur and under | 87 | 88 | 103 | 122 | 117 | 136 | 121 | 107 | 89 |
| Greater than 0.05% Sulfur | 118 | 157 | 151 | 150 | 147 | 131 | 213 | 260 | 256 |
| Residual Fuel Oil | 242 | 217 | 235 | 239 | 294 | 343 | 396 | 391 | 337 |
| Other Petroleum Products[1] | 872 | 829 | 870 | 940 | 942 | 1,023 | 1,035 | 1,064 | 1,098 |

[1] Includes imports of kerosene, unfinished oils, liquefied petroleum gases, and other oils.
Note: Data may not add to total due to independent rounding.
Source: See page 36.

**Figure 7. U.S. Imports of Crude Oil and Petroleum Products, January 2002 to Present**

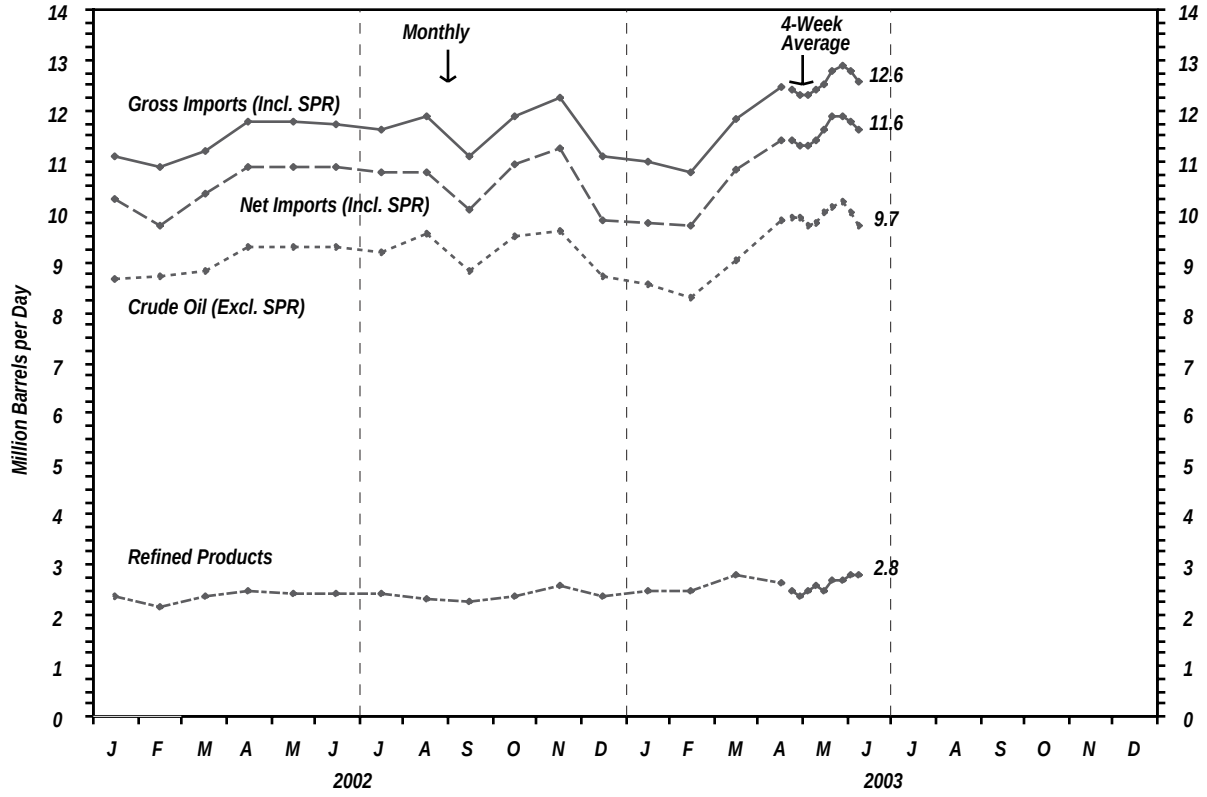



**Table 8. U.S. Imports of Crude Oil and Petroleum Products, 2002 to Present**
(Million Barrels per Day)

| Year/Product | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| Crude Oil (Excl. SPR) | 8.7 | 8.7 | 8.8 | 9.3 | 9.3 | 9.3 | 9.2 | 9.5 | 8.8 | 9.5 | 9.6 | 8.7 |
| SPR | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Refined Products | 2.4 | 2.2 | 2.4 | 2.5 | 2.4 | 2.4 | 2.4 | 2.3 | 2.3 | 2.4 | 2.6 | 2.4 |
| Gross Imports (Incl. SPR) | 11.1 | 10.9 | 11.2 | 11.8 | 11.8 | 11.8 | 11.6 | 11.9 | 11.1 | 11.9 | 12.3 | 11.1 |
| Total Exports[1] | 0.9 | 1.2 | 0.9 | 0.9 | 0.9 | 0.9 | 0.8 | 1.1 | 1.0 | 1.0 | 1.0 | 1.3 |
| Net Imports (Incl. SPR) | 10.2 | 9.7 | 10.3 | 10.9 | 10.9 | 10.9 | 10.8 | 10.8 | 10.1 | 10.9 | 11.2 | 9.8 |
| **2003** | | | | | | | | | | | | |
| Crude Oil (Excl. SPR) | 8.5 | 8.3 | 9.1 | 9.8 | | | | | | | | |
| SPR | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Refined Products | 2.5 | 2.5 | 2.8 | 2.6 | | | | | | | | |
| Gross Imports (Incl. SPR) | 11.0 | 10.8 | 11.9 | 12.4 | | | | | | | | |
| Total Exports[1] | 1.2 | 1.1 | 1.1 | 1.1 | | | | | | | | |
| Net Imports (Incl. SPR) | 9.8 | 9.7 | 10.8 | 11.4 | | | | | | | | |

| Average for Four-Week Period Ending: | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** |
| Crude Oil (Excl. SPR) | 9.9 | 9.9 | 9.7 | 9.8 | 10.0 | 10.1 | 10.2 | 10.0 | 9.7 |
| SPR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Refined Products | 2.5 | 2.4 | 2.5 | 2.6 | 2.5 | 2.7 | 2.7 | 2.8 | 2.8 |
| Gross Imports (Incl. SPR) | 12.4 | 12.3 | 12.3 | 12.4 | 12.5 | 12.8 | 12.9 | 12.8 | 12.6 |
| Total Exports[1] | E 1.0 | E 1.0 | E 1.0 | E 1.0 | E 1.0 | E 1.0 | E 1.0 | E 1.0 | E 1.0 |
| Net Imports (Incl. SPR) | 11.4 | 11.3 | 11.3 | 11.4 | 11.6 | 11.9 | 11.9 | 11.8 | 11.6 |

[1] Includes exports of crude oil and refined petroleum products. Crude oil exports are restricted to (1) crude oil derived from fields under the State waters of Alaska's Cook Inlet, (2) certain domestically produced crude oil destined for Canada, and (3) shipments to U.S. territories.

E=Estimate based on data published for the most recent month in the *Petroleum Supply Monthly*.

Note: Data may not add to total due to independent rounding.

Source: See page 36.

**Figure 8. U.S. Petroleum Products Supplied, January 2002 to Present**

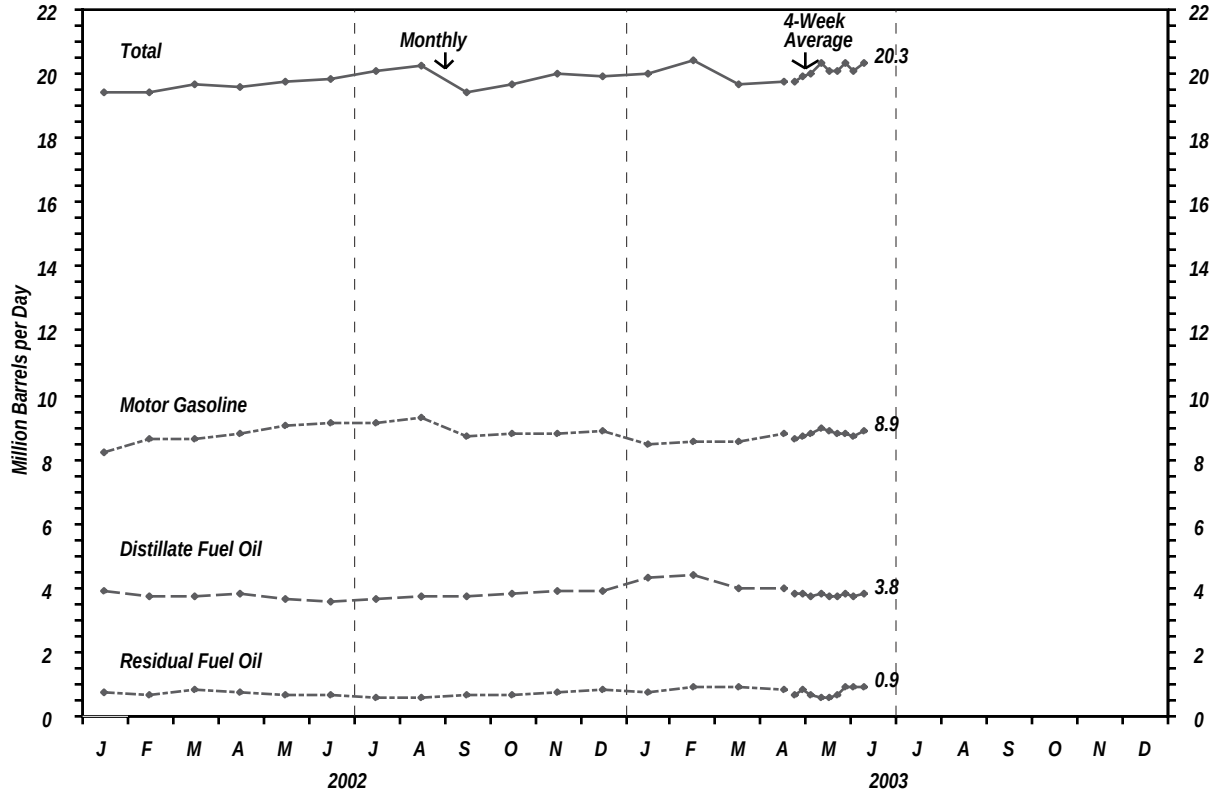



**Table 9. U.S. Petroleum Products Supplied, 2002 to Present**
(Million Barrels per Day)

| Year/Product | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| Finished Motor Gasoline | 8.2 | 8.6 | 8.7 | 8.8 | 9.1 | 9.1 | 9.1 | 9.3 | 8.7 | 8.8 | 8.8 | 8.9 |
| Jet Fuel | 1.6 | 1.5 | 1.6 | 1.7 | 1.5 | 1.6 | 1.7 | 1.6 | 1.6 | 1.6 | 1.6 | 1.7 |
| Distillate Fuel Oil | 3.9 | 3.7 | 3.8 | 3.8 | 3.7 | 3.6 | 3.7 | 3.7 | 3.7 | 3.8 | 3.9 | 3.9 |
| Residual Fuel Oil | 0.7 | 0.7 | 0.8 | 0.7 | 0.7 | 0.7 | 0.6 | 0.6 | 0.6 | 0.7 | 0.8 | 0.8 |
| Other Oils | 5.0 | 4.9 | 4.9 | 4.6 | 4.8 | 4.8 | 5.0 | 5.0 | 4.8 | 4.8 | 4.8 | 4.6 |
| Total | 19.5 | 19.4 | 19.7 | 19.6 | 19.7 | 19.9 | 20.1 | 20.2 | 19.5 | 19.7 | 20.0 | 19.9 |
| **2003** | | | | | | | | | | | | |
| Finished Motor Gasoline | 8.5 | 8.5 | 8.6 | 8.8 | | | | | | | | |
| Jet Fuel | 1.5 | 1.6 | 1.5 | 1.5 | | | | | | | | |
| Distillate Fuel Oil | 4.3 | 4.4 | 4.0 | 4.0 | | | | | | | | |
| Residual Fuel Oil | 0.7 | 0.9 | 0.9 | 0.8 | | | | | | | | |
| Other Oils | 5.0 | 5.0 | 4.7 | 4.7 | | | | | | | | |
| Total | 20.0 | 20.4 | 19.7 | 19.8 | | | | | | | | |

| Average for Four-Week Period Ending: **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** |
|---|---|---|---|---|---|---|---|---|---|
| Finished Motor Gasoline | 8.6 | 8.7 | 8.8 | 9.0 | 8.9 | 8.8 | 8.8 | 8.7 | 8.9 |
| Jet Fuel | 1.5 | 1.5 | 1.5 | 1.5 | 1.4 | 1.5 | 1.5 | 1.5 | 1.5 |
| Distillate Fuel Oil | 3.8 | 3.8 | 3.7 | 3.8 | 3.7 | 3.7 | 3.8 | 3.7 | 3.8 |
| Residual Fuel Oil | 0.7 | 0.8 | 0.7 | 0.6 | 0.6 | 0.7 | 0.9 | 0.9 | 0.9 |
| Other Oils | 5.1 | 5.1 | 5.3 | 5.3 | 5.4 | 5.4 | 5.3 | 5.3 | 5.1 |
| Total | 19.8 | 19.9 | 20.0 | 20.3 | 20.1 | 20.1 | 20.3 | 20.1 | 20.3 |

Note: Data may not add to total due to independent rounding.
Source: See page 36.

## Table 10. U.S. and PADD Weekly Estimates, Most Recent 5 Weeks
(Thousand Barrels per Day Except Where Noted)

| | 05/30/03 | 06/06/03 | 06/13/03 | 06/20/03 | 06/27/03 |
|---|---|---|---|---|---|
| **Crude Oil Production** | | | | | |
| Domestic Production | E 5,837 | E 5,803 | E 5,860 | E 5,900 | E 5,867 |
| **Refinery Inputs and Utilization** | | | | | |
| Crude Oil Inputs | 16,095 | 15,896 | 15,804 | 15,460 | 15,521 |
| East Coast (PADD I) | 1,669 | 1,651 | 1,713 | 1,650 | 1,643 |
| Midwest (PADD II) | 3,525 | 3,538 | 3,469 | 3,396 | 3,393 |
| Gulf Coast (PADD III) | 7,618 | 7,427 | 7,423 | 7,219 | 7,216 |
| Rocky Mountain (PADD IV) | 528 | 538 | 570 | 548 | 557 |
| West Coast (PADD V) | 2,755 | 2,742 | 2,629 | 2,647 | 2,712 |
| Gross Inputs | 16,305 | 16,076 | 15,996 | 15,632 | 15,713 |
| East Coast (PADD I) | 1,666 | 1,657 | 1,735 | 1,651 | 1,651 |
| Midwest (PADD II) | 3,569 | 3,586 | 3,510 | 3,445 | 3,423 |
| Gulf Coast (PADD III) | 7,654 | 7,431 | 7,430 | 7,221 | 7,255 |
| Rocky Mountain (PADD IV) | 535 | 540 | 569 | 554 | 562 |
| West Coast (PADD V) | 2,881 | 2,862 | 2,752 | 2,761 | 2,822 |
| Operable Capacity (Million Barrels per Day) | 16.8 | 16.8 | 16.8 | 16.8 | 16.8 |
| Percent Utilization | 97.3 | 95.9 | 95.5 | 93.3 | 93.8 |
| Operating Capacity (Million Barrels per Day) | 16.6 | 16.6 | 16.6 | 16.6 | 16.6 |
| Percent Utilization | 98.0 | 96.6 | 96.1 | 93.9 | 94.4 |
| **Production by Product** | | | | | |
| Finished Motor Gasoline | 8,656 | 8,582 | 8,401 | 8,393 | 8,657 |
| East Coast (PADD I) | 1,061 | 1,038 | 1,020 | 1,100 | 1,101 |
| Midwest (PADD II) | 2,091 | 2,071 | 2,023 | 2,056 | 2,114 |
| Gulf Coast (PADD III) | 3,789 | 3,806 | 3,677 | 3,566 | 3,653 |
| Rocky Mountain (PADD IV) | 253 | 279 | 279 | 264 | 282 |
| West Coast (PADD V) | 1,463 | 1,389 | 1,403 | 1,408 | 1,507 |
| Reformulated | 2,816 | 2,785 | 2,810 | 2,785 | 2,832 |
| East Coast (PADD I) | 736 | 636 | 634 | 683 | 635 |
| Midwest (PADD II) | 345 | 341 | 344 | 374 | 375 |
| Gulf Coast (PADD III) | 648 | 799 | 748 | 632 | 746 |
| Rocky Mountain (PADD IV) | 0 | 0 | 0 | 0 | 0 |
| West Coast (PADD V) | 1,087 | 1,009 | 1,084 | 1,096 | 1,076 |
| Oxygenated | 700 | 706 | 721 | 731 | 1,153 |
| East Coast (PADD I) | 46 | 46 | 47 | 47 | 77 |
| Midwest (PADD II) | 539 | 542 | 554 | 566 | 873 |
| Gulf Coast (PADD III) | 25 | 25 | 25 | 25 | 25 |
| Rocky Mountain (PADD IV) | 26 | 26 | 26 | 26 | 55 |
| West Coast (PADD V) | 65 | 68 | 70 | 68 | 124 |
| Other Finished | 5,140 | 5,091 | 4,870 | 4,877 | 4,672 |
| East Coast (PADD I) | 279 | 356 | 339 | 370 | 389 |
| Midwest (PADD II) | 1,207 | 1,188 | 1,125 | 1,116 | 866 |
| Gulf Coast (PADD III) | 3,116 | 2,982 | 2,904 | 2,909 | 2,882 |
| Rocky Mountain (PADD IV) | 227 | 253 | 253 | 238 | 227 |
| West Coast (PADD V) | 311 | 312 | 249 | 244 | 307 |
| Jet Fuel | 1,488 | 1,461 | 1,359 | 1,326 | 1,371 |
| Naphtha-Type | 0 | 0 | 0 | 0 | 0 |
| Kerosene-Type | 1,488 | 1,461 | 1,359 | 1,326 | 1,371 |
| East Coast (PADD I) | 102 | 82 | 80 | 70 | 72 |
| Midwest (PADD II) | 216 | 213 | 199 | 202 | 196 |
| Gulf Coast (PADD III) | 703 | 737 | 657 | 622 | 671 |
| Rocky Mountain (PADD IV) | 26 | 26 | 19 | 26 | 19 |
| West Coast (PADD V) | 441 | 403 | 404 | 406 | 413 |
| Commercial | 1,320 | 1,305 | 1,208 | 1,174 | 1,219 |
| East Coast (PADD I) | 102 | 82 | 80 | 70 | 72 |
| Midwest (PADD II) | 207 | 196 | 186 | 182 | 181 |
| Gulf Coast (PADD III) | 591 | 628 | 561 | 529 | 569 |
| Rocky Mountain (PADD IV) | 24 | 19 | 14 | 18 | 17 |
| West Coast (PADD V) | 396 | 380 | 367 | 375 | 380 |
| Military | 168 | 156 | 151 | 152 | 152 |
| East Coast (PADD I) | 0 | 0 | 0 | 0 | 0 |
| Midwest (PADD II) | 9 | 17 | 13 | 20 | 15 |
| Gulf Coast (PADD III) | 112 | 109 | 96 | 93 | 102 |
| Rocky Mountain (PADD IV) | 2 | 7 | 5 | 8 | 2 |
| West Coast (PADD V) | 45 | 23 | 37 | 31 | 33 |

See footnotes at end of table.

**Table 10. U.S. and PADD Weekly Estimates, Most Recent 5 Weeks (continued)**
(Thousand Barrels per Day Except Where Noted)

| | 05/30/03 | 06/06/03 | 06/13/03 | 06/20/03 | 06/27/03 |
|---|---|---|---|---|---|
| **Production by Product** | | | | | |
| Distillate Fuel Oil | 3,910 | 3,825 | 3,828 | 3,640 | 3,668 |
| East Coast (PADD I) | 554 | 448 | 511 | 467 | 528 |
| Midwest (PADD II) | 943 | 892 | 953 | 917 | 921 |
| Gulf Coast (PADD III) | 1,728 | 1,755 | 1,688 | 1,553 | 1,516 |
| Rocky Mountain (PADD IV) | 150 | 169 | 174 | 162 | 178 |
| West Coast (PADD V) | 535 | 561 | 502 | 541 | 525 |
| 0.05% Sulfur and under | 2,928 | 2,865 | 2,854 | 2,622 | 2,700 |
| East Coast (PADD I) | 306 | 278 | 281 | 273 | 283 |
| Midwest (PADD II) | 747 | 690 | 772 | 700 | 734 |
| Gulf Coast (PADD III) | 1,283 | 1,295 | 1,234 | 1,093 | 1,134 |
| Rocky Mountain (PADD IV) | 130 | 141 | 150 | 135 | 146 |
| West Coast (PADD V) | 462 | 461 | 417 | 421 | 403 |
| Greater than 0.05% Sulfur | 982 | 960 | 974 | 1,018 | 968 |
| East Coast (PADD I) | 248 | 170 | 230 | 194 | 245 |
| Midwest (PADD II) | 196 | 202 | 181 | 217 | 187 |
| Gulf Coast (PADD III) | 445 | 460 | 454 | 460 | 382 |
| Rocky Mountain (PADD IV) | 20 | 28 | 24 | 27 | 32 |
| West Coast (PADD V) | 73 | 100 | 85 | 120 | 122 |
| Residual Fuel Oil | 723 | 705 | 689 | 651 | 628 |
| East Coast (PADD I) | 178 | 133 | 154 | 136 | 129 |
| Midwest (PADD II) | 66 | 52 | 65 | 57 | 56 |
| Gulf Coast (PADD III) | 325 | 334 | 333 | 280 | 277 |
| Rocky Mountain (PADD IV) | 11 | 12 | 13 | 11 | 13 |
| West Coast (PADD V) | 143 | 174 | 124 | 167 | 153 |
| **Stocks** (Million Barrels) | | | | | |
| Crude Oil | 289.0 | 284.4 | 288.3 | 284.2 | 282.1 |
| East Coast (PADD I) | 16.2 | 15.3 | 16.3 | 15.3 | 13.5 |
| Midwest (PADD II) | 56.0 | 54.8 | 56.7 | 56.6 | 57.1 |
| Gulf Coast (PADD III) | 147.9 | 145.3 | 146.7 | 143.9 | 145.6 |
| Rocky Mountain (PADD IV) | 12.8 | 12.7 | 12.1 | 12.1 | 12.3 |
| West Coast (PADD V) | 56.2 | 56.3 | 56.6 | 56.4 | 53.6 |
| SPR[1] | 602.5 | 604.0 | 605.2 | 605.5 | 607.3 |
| Total Motor Gasoline | 207.3 | 209.9 | 209.1 | 208.2 | 205.0 |
| East Coast (PADD I) | 56.6 | 58.7 | 59.9 | 60.3 | 57.9 |
| New England (PADD IX) | 4.5 | 4.3 | 4.6 | 4.4 | 4.8 |
| Central Atlantic (PADD IY) | 29.1 | 30.7 | 30.1 | 31.5 | 31.5 |
| Lower Atlantic (PADD IZ) | 23.0 | 23.7 | 25.2 | 24.4 | 21.5 |
| Midwest (PADD II) | 50.6 | 52.1 | 52.3 | 51.7 | 52.2 |
| Gulf Coast (PADD III) | 62.8 | 63.9 | 62.4 | 61.9 | 60.1 |
| Rocky Mountain (PADD IV) | 6.0 | 5.7 | 5.6 | 5.9 | 5.5 |
| West Coast (PADD V) | 31.2 | 29.4 | 29.0 | 28.4 | 29.3 |
| Finished Motor Gasoline | 153.2 | 156.4 | 155.9 | 155.3 | 152.1 |
| Reformulated | 34.6 | 37.4 | 36.8 | 37.5 | 36.9 |
| East Coast (PADD I) | 18.5 | 19.9 | 19.1 | 21.2 | 19.9 |
| Midwest (PADD II) | 0.8 | 0.9 | 0.8 | 1.0 | 1.0 |
| Gulf Coast (PADD III) | 7.8 | 8.9 | 9.7 | 8.5 | 9.4 |
| Rocky Mountain (PADD IV) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| West Coast (PADD V) | 7.6 | 7.6 | 7.2 | 6.7 | 6.7 |
| Oxygenated | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 |
| East Coast (PADD I) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Midwest (PADD II) | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 |
| Gulf Coast (PADD III) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rocky Mountain (PADD IV) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| West Coast (PADD V) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Other Finished | 118.3 | 118.8 | 118.9 | 117.6 | 114.9 |
| East Coast (PADD I) | 30.1 | 30.3 | 32.6 | 30.3 | 29.3 |
| Midwest (PADD II) | 37.3 | 38.3 | 38.6 | 37.7 | 38.5 |
| Gulf Coast (PADD III) | 36.9 | 37.2 | 34.9 | 36.2 | 34.4 |
| Rocky Mountain (PADD IV) | 4.5 | 4.4 | 4.3 | 4.6 | 4.3 |
| West Coast (PADD V) | 9.5 | 8.6 | 8.5 | 8.7 | 8.5 |
| Blending Components | 54.1 | 53.4 | 53.2 | 52.9 | 52.9 |

See footnotes at end of table.

**Table 10. U.S. and PADD Weekly Estimates, Most Recent 5 Weeks (continued)**
(Thousand Barrels per Day Except Where Noted)

| | 05/30/03 | 06/06/03 | 06/13/03 | 06/20/03 | 06/27/03 |
|---|---|---|---|---|---|
| **Stocks** (Million Barrels) | | | | | |
| Jet Fuel | 40.4 | 41.1 | 39.9 | 38.4 | 39.1 |
| Naphtha-Type | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Kerosene-Type | 40.4 | 41.1 | 39.9 | 38.3 | 39.1 |
| East Coast (PADD I) | 10.3 | 12.2 | 11.2 | 10.6 | 10.0 |
| Midwest (PADD II) | 7.2 | 6.9 | 7.0 | 7.0 | 6.6 |
| Gulf Coast (PADD III) | 12.9 | 12.5 | 12.7 | 11.9 | 14.0 |
| Rocky Mountain (PADD IV) | 0.8 | 0.8 | 0.8 | 0.8 | 0.7 |
| West Coast (PADD V) | 9.1 | 8.5 | 8.2 | 8.0 | 7.8 |
| Distillate Fuel Oil[2] | 104.5 | 107.3 | 109.4 | 109.4 | 109.7 |
| East Coast (PADD I) | 32.7 | 33.8 | 36.7 | 36.6 | 37.9 |
| New England (PADD IX) | 4.4 | 4.9 | 5.5 | 5.8 | 6.3 |
| Central Atlantic (PADD IY) | 15.2 | 17.0 | 17.8 | 18.8 | 19.6 |
| Lower Atlantic (PADD IZ) | 13.1 | 11.9 | 13.5 | 11.9 | 12.0 |
| Midwest (PADD II) | 29.8 | 29.5 | 30.5 | 30.9 | 30.5 |
| Gulf Coast (PADD III) | 27.8 | 29.3 | 28.1 | 28.3 | 27.6 |
| Rocky Mountain (PADD IV) | 3.0 | 3.2 | 3.2 | 3.0 | 3.2 |
| West Coast (PADD V) | 11.2 | 11.5 | 11.0 | 10.6 | 10.5 |
| 0.05% Sulfur and under | 71.1 | 71.5 | 73.0 | 72.3 | 72.3 |
| East Coast (PADD I) | 18.4 | 17.2 | 19.7 | 18.9 | 18.6 |
| New England (PADD IX) | 1.7 | 1.9 | 1.9 | 2.1 | 2.1 |
| Central Atlantic (PADD IY) | 6.9 | 7.0 | 7.5 | 7.7 | 8.4 |
| Lower Atlantic (PADD IZ) | 9.8 | 8.3 | 10.3 | 9.1 | 8.1 |
| Midwest (PADD II) | 21.3 | 20.9 | 22.2 | 22.5 | 22.7 |
| Gulf Coast (PADD III) | 19.9 | 21.7 | 19.8 | 19.8 | 20.3 |
| Rocky Mountain (PADD IV) | 2.6 | 2.8 | 2.8 | 2.6 | 2.8 |
| West Coast (PADD V) | 8.9 | 8.9 | 8.5 | 8.5 | 7.8 |
| Greater than 0.05% Sulfur | 33.4 | 35.8 | 36.4 | 37.1 | 37.4 |
| East Coast (PADD I) | 14.2 | 16.6 | 17.0 | 17.7 | 19.3 |
| New England (PADD IX) | 2.7 | 3.0 | 3.6 | 3.7 | 4.3 |
| Central Atlantic (PADD IY) | 8.3 | 9.9 | 10.3 | 11.1 | 11.2 |
| Lower Atlantic (PADD IZ) | 3.3 | 3.6 | 3.2 | 2.9 | 3.8 |
| Midwest (PADD II) | 8.6 | 8.6 | 8.2 | 8.4 | 7.9 |
| Gulf Coast (PADD III) | 7.8 | 7.7 | 8.3 | 8.4 | 7.2 |
| Rocky Mountain (PADD IV) | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| West Coast (PADD V) | 2.4 | 2.6 | 2.5 | 2.2 | 2.6 |
| Residual Fuel Oil | 36.9 | 36.8 | 35.5 | 35.6 | 34.3 |
| East Coast (PADD I) | 14.0 | 15.0 | 15.3 | 14.8 | 14.0 |
| New England (PADD IX) | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 |
| Central Atlantic (PADD IY) | 10.8 | 11.6 | 11.8 | 11.2 | 10.5 |
| Lower Atlantic (PADD IZ) | 2.3 | 2.5 | 2.6 | 2.7 | 2.6 |
| Midwest (PADD II) | 2.4 | 2.4 | 2.1 | 2.0 | 2.3 |
| Gulf Coast (PADD III) | 14.5 | 13.2 | 12.2 | 12.8 | 12.7 |
| Rocky Mountain (PADD IV) | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| West Coast (PADD V) | 5.7 | 5.9 | 5.5 | 5.7 | 5.1 |
| Unfinished Oils | 84.3 | 83.3 | 84.5 | 88.0 | 88.6 |
| Other Oils | E159.4 | E161.4 | E163.3 | E165.1 | E165.8 |
| Total Stocks Excl SPR[2] | 921.7 | 924.1 | 930.0 | 928.9 | 924.6 |
| Total Stocks Incl SPR[2] | 1,524.2 | 1,528.1 | 1,535.3 | 1,534.4 | 1,532.0 |
| **Imports** | | | | | |
| Total Crude Oil Incl SPR | 10,521 | 9,884 | 10,302 | 9,332 | 9,466 |
| Crude Oil Excl SPR | 10,521 | 9,884 | 10,302 | 9,332 | 9,466 |
| East Coast (PADD I) | 1,625 | 1,752 | 1,753 | 1,580 | 1,298 |
| Midwest (PADD II) | 1,228 | 938 | 963 | 874 | 937 |
| Gulf Coast (PADD III) | 6,557 | 6,015 | 6,518 | 5,788 | 5,909 |
| Rocky Mountain (PADD IV) | 185 | 273 | 267 | 249 | 270 |
| West Coast (PADD V) | 926 | 906 | 801 | 841 | 1,052 |
| SPR | 0 | 0 | 0 | 0 | 0 |
| Total Motor Gasoline | 758 | 827 | 842 | 871 | 1,070 |
| Reformulated | 218 | 257 | 310 | 227 | 256 |
| Oxygenated | 0 | 0 | 0 | 0 | 0 |
| Other Finished | 149 | 280 | 225 | 250 | 224 |
| Blending Components | 391 | 290 | 307 | 394 | 590 |

See footnotes at end of table.

## Table 10. U.S. and PADD Weekly Estimates, Most Recent 5 Weeks (continued)
(Thousand Barrels per Day Except Where Noted)

| | 05/30/03 | 06/06/03 | 06/13/03 | 06/20/03 | 06/27/03 |
|---|---|---|---|---|---|
| **Imports** | | | | | |
| Jet Fuel | 128 | 165 | 53 | 128 | 216 |
| Naphtha-Type | 0 | 0 | 0 | 0 | 0 |
| Kerosene-Type | 128 | 165 | 53 | 128 | 216 |
| Distillate Fuel Oil | 293 | 328 | 507 | 337 | 209 |
| 0.05% Sulfur and under | 150 | 138 | 62 | 76 | 80 |
| Greater than 0.05% Sulfur | 143 | 190 | 445 | 261 | 129 |
| Residual Fuel Oil | 525 | 332 | 432 | 276 | 308 |
| Other | 854 | 1,120 | 1,051 | 1,231 | 990 |
| Total Products Imports | 2,558 | 2,772 | 2,885 | 2,843 | 2,793 |
| Gross Imports (Incl SPR) | 13,079 | 12,656 | 13,187 | 12,175 | 12,259 |
| Net Imports (Incl SPR) | 12,111 | 11,680 | 12,211 | 11,199 | 11,287 |
| **Exports** | | | | | |
| Total | E 968 | E 976 | E 976 | E 976 | E 972 |
| Crude Oil | E 10 | E 10 | E 10 | E 10 | E 10 |
| Products | E 958 | E 966 | E 966 | E 966 | E 962 |
| **Products Supplied** | | | | | |
| Finished Motor Gasoline | 8,516 | 8,529 | 8,880 | 8,833 | 9,476 |
| Jet Fuel | 1,312 | 1,497 | 1,553 | 1,656 | 1,455 |
| Naphtha-Type | 0 | 0 | 0 | 0 | 0 |
| Kerosene-Type | 1,312 | 1,497 | 1,553 | 1,656 | 1,455 |
| Distillate Fuel Oil | 3,632 | 3,608 | 3,894 | 3,835 | 3,691 |
| Residual Fuel Oil | 823 | 895 | 1,148 | 747 | 946 |
| Other Oils | 5,695 | 5,321 | 5,115 | 4,956 | 5,159 |
| Total Products Supplied | 19,977 | 19,849 | 20,589 | 20,027 | 20,727 |

[1] Crude oil stocks in the SPR include non-U.S. stocks held under foreign or commercial storage agreements.
[2] Distillate fuel oil stocks located in the "Northeast Heating Oil Reserve" are not included. For details see Appendix D.
E=Estimate based on data published for the most recent month in the *Petroleum Supply Monthly* except for exports, crude oil production, and other oils stocks. See Appendix A for explanation of these estimates.
Note: Due to independent rounding, individual product detail may not add to total.
Source: See page 36.

## Table 11. U.S. Petroleum Balance Sheet, Week Ending 06/27/03

| Petroleum Supply (Thousand Barrels per Day) | Week Ending 06/27/03 | Week Ending 06/20/03 | Difference | Cumulative Daily Averages 177 Days 2003 | Cumulative Daily Averages 177 Days 2002 | Difference |
|---|---|---|---|---|---|---|
| **Crude Oil Supply** | | | | | | |
| (1) Domestic Production[1] | E5,867 | E5,900 | -33 | E5,857 | 5,883 | -26 |
| (2) Net Imports (Including SPR)[2] | 9,456 | 9,322 | 134 | 9,227 | 9,022 | 205 |
| (3) Gross Imports (Excluding SPR) | 9,466 | 9,332 | 134 | 9,237 | 9,009 | 228 |
| (4) SPR Imports | 0 | 0 | 0 | 0 | 20 | -20 |
| (5) Exports | E10 | E10 | 0 | E10 | 7 | 3 |
| (6) SPR Stocks Withdrawn (+) or Added (-) | -256 | -43 | -213 | -47 | -144 | 97 |
| (7) Other Stocks Withdrawn (+) or Added (-) | 302 | 592 | -290 | -41 | -39 | -2 |
| (8) Product Supplied and Losses | E0 | E0 | 0 | E0 | 0 | 0 |
| (9) Unaccounted-for Crude Oil[3] | 152 | -312 | 464 | 113 | 161 | -48 |
| (10) Crude Oil Input to Refineries | 15,521 | 15,460 | 61 | 15,109 | 14,883 | 226 |
| **Other Supply** | | | | | | |
| (11) Natural Gas Liquids Production[6] | E1,992 | E1,929 | 63 | E1,975 | 2,196 | -221 |
| (12) Other Liquids New Supply | E94 | E218 | -124 | E190 | 100 | 90 |
| (13) Crude Oil Product Supplied | E0 | E0 | 0 | E0 | 0 | 0 |
| (14) Processing Gain | E979 | E976 | 3 | E943 | 958 | -15 |
| (15) Net Product Imports[4] | 1,831 | 1,877 | -46 | 1,575 | 1,462 | 113 |
| (16) Gross Product Imports[4] | 2,793 | 2,843 | -50 | 2,622 | 2,380 | 242 |
| (17) Product Exports[4] | E962 | E966 | -4 | E1,046 | 918 | 128 |
| (18) Product Stocks Withdrawn (+) or Added (-)[5,11] | 309 | -432 | 741 | 232 | 18 | 214 |
| (19) Total Product Supplied for Domestic Use | 20,727 | 20,027 | 700 | 20,025 | 19,618 | 407 |
| **Products Supplied** | | | | | | |
| (20) Finished Motor Gasoline[6] | 9,476 | 8,833 | 643 | 8,707 | 8,737 | -30 |
| (21) Naphtha-Type Jet Fuel | 0 | 0 | 0 | -5 | -6 | 1 |
| (22) Kerosene-Type Jet Fuel | 1,455 | 1,656 | -201 | 1,526 | 1,594 | -68 |
| (23) Distillate Fuel Oil | 3,691 | 3,835 | -144 | 4,024 | 3,753 | 271 |
| (24) Residual Fuel Oil | 946 | 747 | 199 | 815 | 714 | 101 |
| (25) Other Oils[7] | 5,159 | 4,956 | 203 | 4,959 | 4,826 | 133 |
| (26) Total Products Supplied | 20,727 | 20,027 | 700 | 20,025 | 19,618 | 407 |
| **Total Net Imports** | 11,287 | 11,199 | 88 | 10,802 | 10,484 | 318 |

| Petroleum Stocks (Million Barrels) | 06/27/03 | 06/20/03 | 06/27/02 | Difference From Previous Week | Difference From Year Ago |
|---|---|---|---|---|---|
| Crude Oil (Excluding SPR)[8] | 282.1 | 284.2 | 318.8 | -2.1 | -36.7 |
| Total Motor Gasoline | 205.0 | 208.2 | 216.8 | -3.2 | -11.8 |
| Reformulated | 36.9 | 37.5 | 45.0 | -0.6 | -8.1 |
| Oxygenated | 0.2 | 0.2 | 0.4 | 0.0 | -0.2 |
| Other Finished | 114.9 | 117.6 | 122.3 | -2.7 | -7.4 |
| Blending Components | 52.9 | 52.9 | 49.1 | 0.0 | 3.8 |
| Naphtha-Type Jet Fuel | 0.0 | 0.0 | 0.1 | 0.0 | -0.1 |
| Kerosene-Type Jet Fuel | 39.1 | 38.3 | 39.2 | 0.8 | -0.1 |
| Distillate Fuel Oil[11] | 109.7 | 109.4 | 132.3 | 0.3 | -22.6 |
| 0.05% Sulfur and under | 72.3 | 72.3 | 79.0 | 0.0 | -6.7 |
| Greater than 0.05% Sulfur | 37.4 | 37.1 | 53.3 | 0.3 | -15.9 |
| Residual Fuel Oil | 34.3 | 35.6 | 32.9 | -1.3 | 1.4 |
| Unfinished Oils | 88.6 | 88.0 | 88.3 | 0.6 | 0.3 |
| Other Oils[9] | E165.8 | E165.1 | 211.3 | 0.7 | -45.5 |
| Total Stocks (Excluding SPR)[11] | 924.6 | 928.9 | 1,039.7 | -4.3 | -115.1 |
| Crude Oil in SPR[10] | 607.3 | 605.5 | 575.8 | 1.8 | 31.5 |
| Total Stocks (Including SPR)[11] | 1,532.0 | 1,534.4 | 1,615.4 | -2.4 | -83.4 |

[1] Includes lease condensate.
[2] Net Imports = Gross Imports (line 3) + Strategic Petroleum Reserve (SPR) Imports (line 4) - Exports (line 5).
[3] Unaccounted-for Crude Oil is a balancing item. See Glossary for further explanation.
[4] Includes finished petroleum products, unfinished oils, gasoline blending components, and natural gas plant liquids.
[5] Includes an estimate of minor product stock change based on monthly data.
[6] Includes field production of fuel ethanol and an adjustment for motor gasoline blending components.
[7] Includes crude oil product supplied, natural gas liquids, liquefied refinery gases (LRGs), other liquids, and all finished petroleum products except motor gasoline, jet fuels, and distillate and residual fuel oils.
[8] Includes domestic and Customs-cleared foreign crude oil in transit to refineries.
[9] Included are stocks of all other oils such as aviation gasoline, kerosene, natural gas liquids and LRGs, other hydrocarbons and oxygenates, aviation gasoline blending components, naphtha and other oils for petrochemical feedstock use, special naphthas, lube oils, waxes, coke, asphalt, road oil, and miscellaneous oils.
[10] Crude oil stocks in the SPR include non-U.S. stocks held under foreign or commercial storage agreements.
[11] Distillate fuel oil stocks located in the "Northeast Heating Oil Reserve" are not included. For details see Appendix D.

E=Estimate based on data published for the most recent month in the *Petroleum Supply Monthly*, except for exports, crude oil production, and other oils stocks. See Appendix A for explanation of these estimates.

Note: Due to independent rounding, individual product detail may not add to total.

Sources: See page 36.

## Table 12. World Crude Oil Prices[1]
(Dollars per Barrel)

| Country | Type of Crude/API Gravity[2] | In Effect: 27 Jun 03 | 20 Jun 03 | 3 Jan 03 | 4 Jan 02 | 5 Jan 01 | 7 Jan 00 | 1 Jan 99 | 1 Jan 78 |
|---|---|---|---|---|---|---|---|---|---|
| OPEC | | | | | | | | | |
| Saudi Arabia | Arabian Light 34° | 23.64 | 23.15 | 27.39 | 17.68 | 20.90 | 23.45 | 10.03 | 12.70 |
| Saudi Arabia | Arabian Medium 31° | 22.99 | 22.50 | 26.44 | 17.33 | 20.30 | 22.85 | 9.63 | 12.32 |
| Saudi Arabia | Arabian Heavy 27° | 22.39 | 21.90 | 25.69 | 17.03 | 19.40 | 22.10 | 9.28 | 12.02 |
| Abu Dhabi | Murban 39° | 27.14 | 26.68 | 28.37 | 19.87 | 22.60 | 23.94 | 10.50 | 13.26 |
| Dubai | Fateh 32° | 25.65 | 25.19 | 27.28 | 18.63 | 21.25 | 22.20 | 10.20 | 12.64 |
| Qatar | Dukhan 40° | 26.60 | 26.16 | 28.03 | 19.40 | 22.05 | 23.61 | 10.50 | 13.19 |
| Iran | Iranian Light 34° | 24.62 | 23.74 | 27.85 | 18.90 | 21.15 | 23.55 | 9.83 | 13.45 |
| Iran | Iranian Heavy 30° | 24.27 | 23.59 | 27.08 | 18.56 | 20.40 | 23.05 | 9.58 | 12.49 |
| Iraq[3] | Kirkuk 36° | 23.91 | 23.31 | 27.93 | 19.08 | 23.67 | 21.75 | NA | 13.17 |
| Kuwait | Kuwait 31° | 25.62 | 25.13 | 27.30 | 18.25 | 20.20 | 22.90 | 9.38 | 12.22 |
| Neutral Zone | Khafji 28° | 23.64 | 23.15 | 27.39 | 18.90 | 20.90 | 23.45 | 10.03 | 12.03 |
| Algeria | Saharan Blend 44° | 27.08 | 26.50 | 31.69 | 19.67 | 24.05 | 24.28 | 10.78 | 14.10 |
| Nigeria | Bonny Light 37° | 27.29 | 26.81 | 31.16 | 19.88 | 23.35 | 23.85 | 10.60 | 15.12 |
| Nigeria | Forcados 31° | 27.17 | 26.72 | 31.13 | 19.81 | 23.35 | 23.85 | 10.40 | 13.70 |
| Libya | Es Sider 37° | 26.37 | 25.75 | 30.40 | 19.63 | 23.75 | 23.25 | 10.65 | 13.68 |
| Indonesia | Minas 34° | 26.16 | 26.37 | 35.03 | 18.89 | 23.05 | 23.25 | 9.95 | 13.55 |
| Venezuela | Tia Juana Light 31° | 26.89 | 26.86 | 30.25 | 17.78 | 23.57 | 23.42 | 9.45 | 13.54 |
| Venezuela | Bachaquero 24° | NA | NA | NA | NA | NA | NA | NA | 12.39 |
| Venezuela | Bachaquero 17° | NA | NA | NA | NA | NA | NA | NA | 11.38 |
| Gabon[6] | Mandji 30° | NA | NA | NA | NA | NA | NA | NA | 12.59 |
| Total OPEC[4] | NA | 25.04 | 24.58 | 28.47 | 18.94 | 21.87 | 23.19 | 9.96 | 13.03 |
| Non-OPEC | | | | | | | | | |
| United Kingdom | Brent Blend 38° | 27.10 | 26.68 | 31.36 | 21.20 | 24.52 | 23.26 | 10.44 | NA |
| Norway | Ekofisk Blend 42° | 27.21 | 26.47 | 31.06 | 19.62 | 23.35 | 23.95 | 10.60 | 14.20 |
| Canada | Canadian Par 40° | 30.43 | 31.06 | 31.78 | 19.80 | 26.98 | 23.89 | 10.25 | NA |
| Canada | Lloyd Blend 22° | 22.66 | 23.63 | 24.51 | 11.55 | 18.22 | 19.71 | 6.01 | NA |
| Mexico | Isthmus 33° | 26.78 | 26.75 | 30.14 | 17.72 | 23.46 | 23.32 | 9.37 | 13.10 |
| Mexico | Maya 22° | 23.31 | 22.83 | 26.29 | 14.30 | 17.21 | 19.84 | 6.38 | NA |
| Colombia | Cano Limon 30° | 26.67 | 26.71 | 29.07 | 17.71 | 24.11 | 23.98 | 9.05 | NA |
| Ecuador | Oriente 30° | 24.49 | 24.93 | 27.32 | 15.15 | 20.78 | 28.20 | 8.50 | 12.35 |
| Angola | Cabinda 32° | 26.48 | 25.93 | 30.60 | 18.43 | 23.20 | 23.15 | 9.90 | NA |
| Cameroon | Kole 34° | 26.54 | 26.01 | 30.92 | 18.05 | 23.20 | 23.15 | 9.90 | NA |
| Egypt[5] | Suez Blend 33° | 23.78 | 23.23 | 28.63 | 17.78 | 20.15 | 21.80 | 9.00 | 12.81 |
| Gabon[6] | Mandji 30° | NA | NA | NA | NA | NA | 22.55 | 9.13 | NA |
| Oman | Oman Blend 34° | 25.89 | 25.37 | 27.71 | 18.76 | 21.05 | 23.20 | 9.95 | 13.06 |
| Australia | Gippsland 42° | 27.08 | 26.65 | 32.22 | 20.14 | 25.25 | 23.85 | 10.60 | NA |
| Malaysia | Tapis Blend 44° | 27.08 | 26.80 | 32.54 | 20.31 | 28.15 | 25.43 | 10.95 | 14.30 |
| Brunei[7] | Seria Light 37° | NA | NA | NA | NA | NA | NA | NA | 14.15 |
| Russia[8] | Urals 32° | 25.62 | 25.14 | 30.31 | 20.85 | 23.52 | 23.36 | 10.09 | 13.20 |
| China | Daqing 33° | 26.29 | 26.45 | 34.38 | 18.81 | 22.85 | 23.20 | 9.85 | 13.73 |
| Total Non-OPEC[4] | NA | 25.91 | 25.61 | 29.55 | 18.45 | 22.54 | 23.13 | 9.52 | 13.44 |
| Total World[4] | NA | 25.51 | 25.13 | 29.03 | 18.68 | 22.10 | 23.17 | 9.76 | 13.08 |
| United States[9] | NA | 24.95 | 25.07 | 28.52 | 17.06 | 21.77 | 22.68 | 9.10 | 13.38 |

[1] Estimated contract prices based on government-selling prices, netback values, or spot market quotations. All prices are f.o.b. at the foreign port of lading except where noted; 30 day payment plan except where noted. See Appendix A for procedure used for calculation of world oil prices.
[2] An arbitrary scale expressing the gravity or density of liquid petroleum products.
[3] Netback price at U.S. Gulf.
[4] Average prices (f.o.b.) weighted by estimated export volume.
[5] On 60 days credit.
[6] Effective July 19, 1996, the Total Non-OPEC price reflects the decision by Gabon to leave the organization. Total OPEC prices from that date forward have been adjusted accordingly.
[7] Brunei contract prices no longer available for use in weekly calculations.
[8] Price (f.o.b.) to Mediterranean destinations; also called Urals.
[9] Average prices (f.o.b.) weighted by estimated import volume.

Note: The Canadian crude prices have been changed to U.S. dollars.
NA=Not Applicable.
R=Revised data.
Source: See page 36.

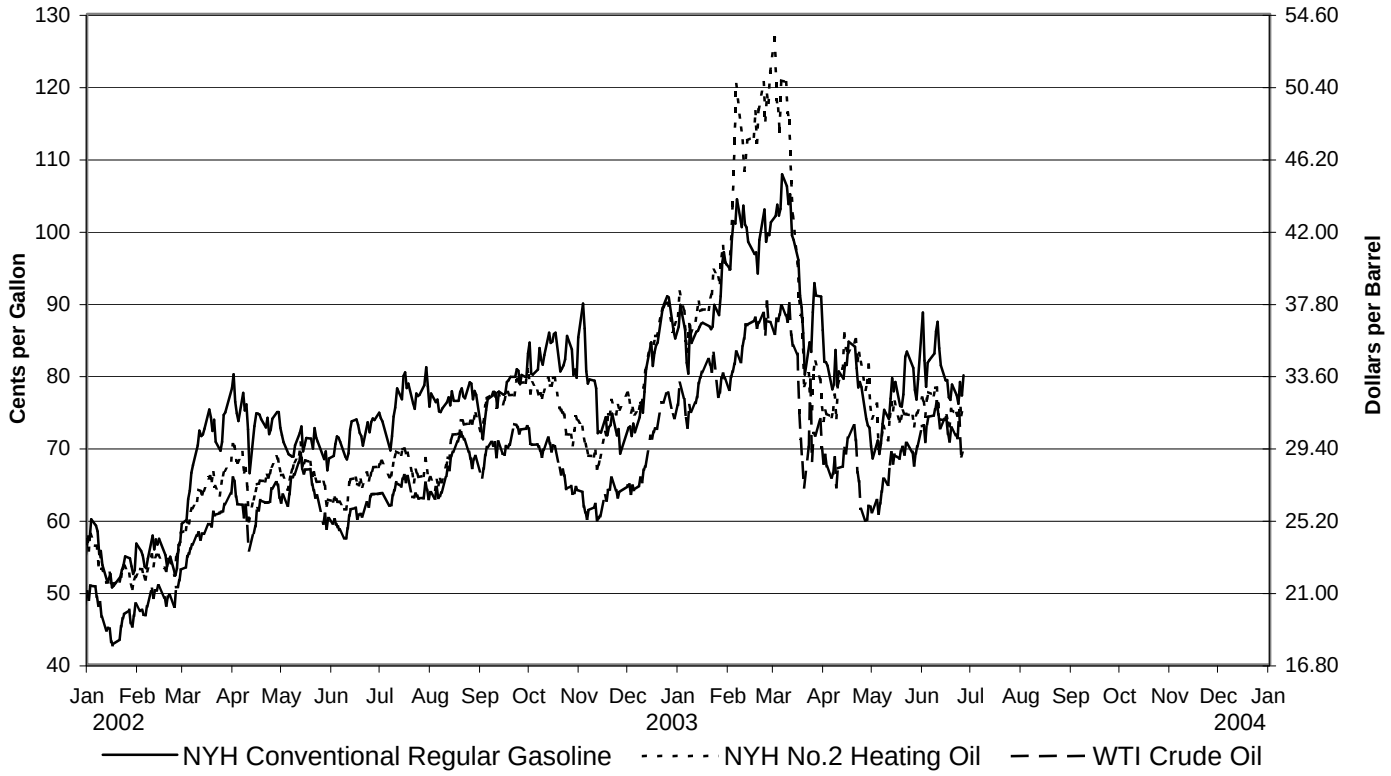
**Table 13. Spot Prices of Crude Oil, Motor Gasoline, and Heating Oils, 2002 to Present**
(Crude Oil in Dollars per Barrel, Products in Cents per Gallon)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| Crude Oil | | | | | | | | | | | | |
| WTI - Cushing | 19.71 | 20.72 | 24.53 | 26.18 | 27.04 | 25.52 | 26.97 | 28.39 | 29.66 | 28.84 | 26.35 | 29.46 |
| Brent | 19.42 | 20.28 | 23.70 | 25.73 | 25.35 | 24.08 | 25.74 | 26.65 | 28.40 | 27.54 | 24.34 | 28.33 |
| Motor Gasoline | | | | | | | | | | | | |
| Conventional Regular | | | | | | | | | | | | |
| New York Harbor | 54.41 | 55.33 | 69.78 | 74.41 | 70.30 | 71.68 | 76.56 | 76.87 | 77.76 | 82.62 | 76.55 | 80.78 |
| U.S. Gulf Coast | 53.77 | 53.92 | 71.40 | 77.66 | 73.96 | 73.62 | 75.61 | 75.03 | 77.60 | 82.62 | 69.08 | 77.99 |
| Los Angeles | 56.49 | 62.21 | 82.36 | 79.65 | 78.30 | 85.08 | 80.02 | 82.83 | 82.20 | 81.57 | 77.87 | 75.90 |
| Rotterdam (ARA) | 48.45 | 48.48 | 60.76 | 71.72 | 69.75 | 68.98 | 73.25 | 73.44 | 77.46 | 74.70 | 64.08 | 71.66 |
| Singapore | 49.86 | 57.61 | 66.58 | 71.50 | 70.60 | 68.20 | 67.33 | 66.87 | 72.62 | 70.51 | 66.54 | 72.34 |
| Reformulated Regular | | | | | | | | | | | | |
| New York Harbor | 56.34 | 57.50 | 71.29 | 80.49 | 77.66 | 75.43 | 81.24 | 78.76 | 78.99 | 84.28 | 79.11 | 83.38 |
| U.S. Gulf Coast | 56.20 | 56.22 | 76.85 | 81.66 | 77.95 | 76.00 | 79.49 | 76.98 | 79.19 | 84.53 | 73.38 | 80.84 |
| Los Angeles | 62.49 | 68.21 | 88.36 | 85.65 | 84.30 | 91.08 | 86.02 | 88.83 | 88.20 | 87.57 | 83.87 | 81.90 |
| Heating Oils | | | | | | | | | | | | |
| No. 2 Heating Oil | | | | | | | | | | | | |
| New York Harbor | 53.56 | 54.08 | 63.57 | 66.72 | 66.60 | 64.60 | 67.85 | 70.12 | 77.34 | 76.79 | 71.99 | 82.10 |
| U.S. Gulf Coast | 50.93 | 51.81 | 61.06 | 64.21 | 64.01 | 62.11 | 65.42 | 68.03 | 75.78 | 75.41 | 70.21 | 79.56 |
| Gasoil | | | | | | | | | | | | |
| Rotterdam (ARA) | 52.31 | 52.76 | 61.31 | 64.33 | 64.42 | 62.88 | 67.40 | 70.42 | 76.56 | 75.48 | 69.06 | 79.57 |
| Singapore | 49.85 | 51.79 | 59.28 | 65.69 | 66.66 | 65.28 | 65.61 | 66.71 | 73.36 | 77.44 | 69.31 | 73.57 |
| **2003** | | | | | | | | | | | | |
| Crude Oil | | | | | | | | | | | | |
| WTI - Cushing | 32.95 | 35.83 | 33.51 | 28.17 | 28.11 | | | | | | | |
| Brent | 31.18 | 32.77 | 30.61 | 25.00 | 25.81 | | | | | | | |
| Motor Gasoline | | | | | | | | | | | | |
| Conventional Regular | | | | | | | | | | | | |
| New York Harbor | 87.95 | 99.59 | 95.50 | 79.94 | 75.96 | | | | | | | |
| U.S. Gulf Coast | 87.88 | 100.61 | 96.33 | 81.01 | 78.34 | | | | | | | |
| Los Angeles | 88.12 | 111.26 | 125.07 | 90.48 | 82.61 | | | | | | | |
| Rotterdam (ARA) | 80.22 | 90.00 | 85.31 | 77.77 | 73.68 | | | | | | | |
| Singapore | 79.95 | 95.58 | 90.13 | 68.84 | 67.67 | | | | | | | |
| Reformulated Regular | | | | | | | | | | | | |
| New York Harbor | 89.86 | 101.67 | 97.99 | 85.98 | 85.85 | | | | | | | |
| U.S. Gulf Coast | 90.05 | 102.52 | 100.65 | 84.49 | 81.60 | | | | | | | |
| Los Angeles | 94.12 | 117.53 | 131.07 | 96.48 | 88.64 | | | | | | | |
| Heating Oils | | | | | | | | | | | | |
| No. 2 Heating Oil | | | | | | | | | | | | |
| New York Harbor | 90.51 | 112.85 | 98.83 | 79.61 | 74.13 | | | | | | | |
| U.S. Gulf Coast | 87.46 | 104.63 | 88.10 | 71.73 | 70.12 | | | | | | | |
| Gasoil | | | | | | | | | | | | |
| Rotterdam (ARA) | 85.49 | 100.01 | 95.13 | 72.02 | 70.30 | | | | | | | |
| Singapore | 79.30 | 91.38 | 88.23 | 70.17 | 67.73 | | | | | | | |

| | Average for Week Ending: | | Daily: | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Mon | Tue | Wed | Thu | Fri | Mon | Tue | Wed | Thu | Fri |
| **2003** | **6/6** | **6/13** | **6/16** | **6/17** | **6/18** | **6/19** | **6/20** | **6/23** | **6/24** | **6/25** | **6/26** | **6/27** |
| Crude Oil | | | | | | | | | | | | |
| WTI - Cushing | 30.68 | 31.46 | 31.14 | 31.08 | 30.28 | 29.86 | 30.63 | 30.22 | 30.05 | 31.65 | 28.97 | 29.18 |
| Brent | 27.92 | 28.38 | 27.50 | 27.14 | 26.43 | 26.21 | 27.13 | 27.13 | 26.96 | 27.34 | 27.06 | 27.45 |
| Motor Gasoline | | | | | | | | | | | | |
| Conventional Regular | | | | | | | | | | | | |
| New York Harbor | 82.60 | 84.34 | 79.30 | 79.35 | 76.98 | 76.60 | 78.75 | 77.24 | 76.08 | 79.08 | 77.25 | 80.03 |
| U.S. Gulf Coast | 83.77 | 86.50 | 80.85 | 80.83 | 79.18 | 78.23 | 80.40 | 79.02 | 78.25 | 81.50 | 79.30 | 81.00 |
| Los Angeles | 93.70 | 112.00 | 107.00 | 106.00 | 94.50 | 93.50 | 103.00 | 104.00 | 99.00 | 99.50 | 96.00 | 96.00 |
| Rotterdam (ARA) | 78.33 | 78.69 | 75.64 | 75.78 | 73.37 | 73.09 | 76.49 | 76.20 | 75.64 | 77.48 | 76.77 | 78.47 |
| Singapore | 74.05 | 76.26 | 73.57 | 74.40 | 70.36 | 69.29 | 73.10 | 76.43 | 75.24 | 76.43 | 77.62 | 75.95 |
| Reformulated Regular | | | | | | | | | | | | |
| New York Harbor | 88.52 | 89.56 | 84.60 | 84.23 | 83.03 | 82.05 | 84.65 | 83.32 | 82.20 | 85.05 | 82.53 | 84.48 |
| U.S. Gulf Coast | 86.24 | 88.18 | 83.23 | 82.83 | 81.50 | 80.45 | 82.95 | 81.49 | 80.55 | 83.55 | 80.95 | 82.65 |
| Los Angeles | 99.70 | 118.00 | 113.00 | 112.00 | 100.50 | 99.50 | 109.00 | 110.00 | 105.00 | 105.50 | 102.00 | 102.00 |
| Heating Oils | | | | | | | | | | | | |
| No. 2 Heating Oil | | | | | | | | | | | | |
| New York Harbor | 76.61 | 76.93 | 74.05 | 74.65 | 73.65 | 73.18 | 75.55 | 74.94 | 74.65 | 77.79 | 74.70 | 75.75 |
| U.S. Gulf Coast | 74.45 | 74.50 | 71.78 | 72.20 | 71.28 | 70.71 | 72.90 | 72.29 | 72.15 | 75.53 | 72.20 | 72.90 |
| Gasoil | | | | | | | | | | | | |
| Rotterdam (ARA) | 75.10 | 74.59 | 73.01 | 73.01 | 71.41 | 72.05 | 73.81 | 73.57 | 72.61 | 74.84 | 72.77 | 72.93 |
| Singapore | 68.16 | 69.43 | 67.38 | 68.10 | 67.02 | 67.26 | 68.57 | 68.81 | 68.33 | 67.74 | 69.64 | 68.33 |

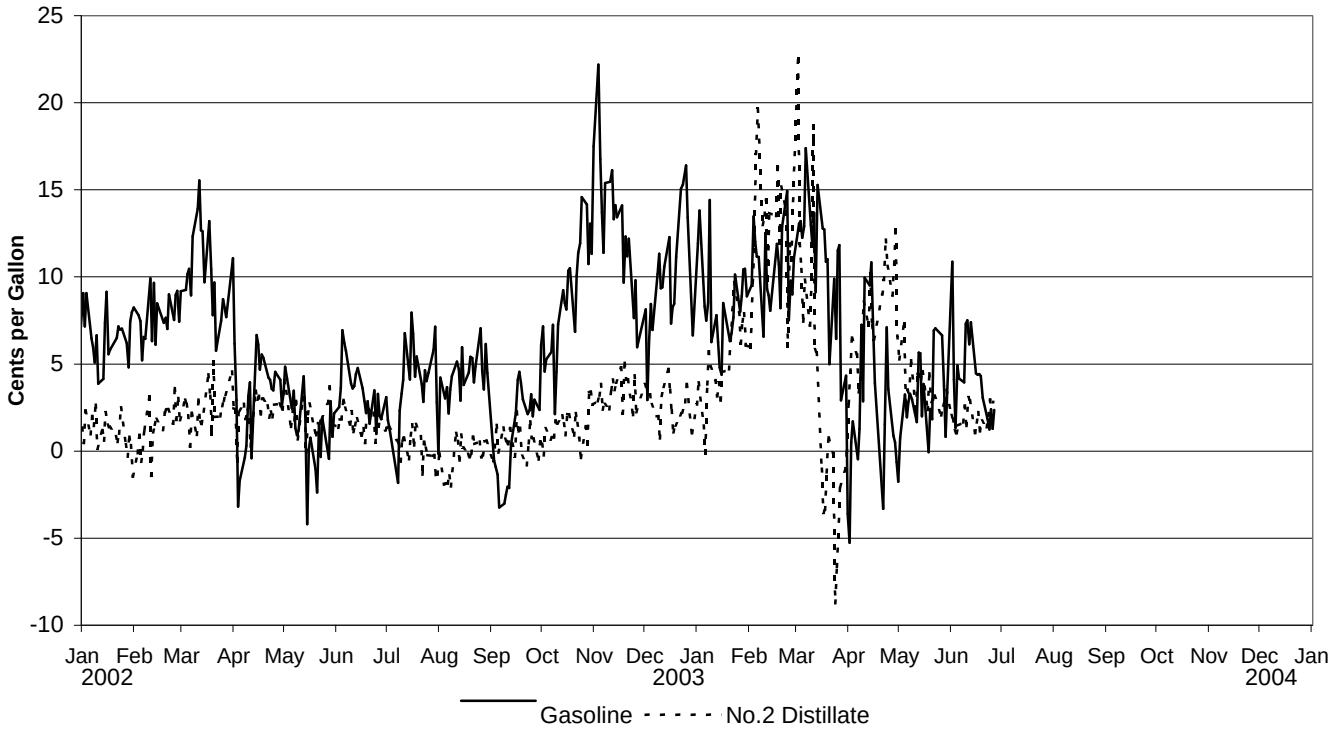
NA=Not Available
Note: Monthly and weekly prices are calculated by EIA from daily data. See Glossary for definitions of abbreviations.
See Technical Note 2, page 42, for more information about the data in this table.
Source: See page 36.

**Figure 9. Daily Crude Oil and Petroleum Product Spot Prices**




Note: See Glossary for definitions of abbreviations.
Source: See page 36.

**Figure 10. Daily Trans-Atlantic Spot Product Price Differentials: New York Harbor less Rotterdam (ARA)**




Note: See Glossary for definitions of abbreviations. See Technical Note 3, page 42, for more information about the data in this graph.
Source: See page 36.

**Table 14. Spot Prices of Low-Sulfur Diesel, Kerosene-Type Jet, Residual Fuels, and Propane, 2002 to Present**
(Cents per Gallon)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | | | | | | | | | | | | |
| No. 2 Distillate | | | | | | | | | | | | |
| Low-Sulfur No. 2 Diesel Fuel | | | | | | | | | | | | |
| New York Harbor | 53.79 | 55.27 | 64.45 | 68.54 | 67.80 | 65.54 | 68.80 | 72.42 | 79.15 | 79.22 | 73.95 | 82.50 |
| U.S. Gulf Coast | 51.58 | 53.21 | 62.87 | 66.61 | 65.38 | 63.16 | 66.76 | 70.96 | 79.15 | 79.11 | 71.06 | 80.42 |
| Los Angeles | 53.60 | 57.01 | 68.30 | 69.72 | 66.80 | 67.88 | 69.37 | 78.49 | 86.44 | 82.68 | 77.74 | 82.29 |
| Kerosene-Type Jet Fuel | | | | | | | | | | | | |
| New York Harbor | 56.19 | 57.62 | 64.83 | 68.67 | 69.09 | 67.95 | 71.60 | 75.05 | 81.66 | 81.46 | 73.96 | 83.13 |
| U.S. Gulf Coast | 53.26 | 55.11 | 63.04 | 66.86 | 66.65 | 65.26 | 69.12 | 72.22 | 79.99 | 79.01 | 70.78 | 81.10 |
| Los Angeles | 57.86 | 59.92 | 68.43 | 69.74 | 68.53 | 68.64 | 71.61 | 78.82 | 86.56 | 81.67 | 75.95 | 86.73 |
| Rotterdam (ARA) | 55.84 | 56.16 | 64.44 | 67.11 | 69.10 | 67.21 | 69.63 | 73.06 | 81.55 | 79.74 | 72.94 | 79.76 |
| Singapore | 54.22 | 53.64 | 60.20 | 65.18 | 66.39 | 63.79 | 65.66 | 69.14 | 78.10 | 77.32 | 70.42 | 76.66 |
| Residual Fuel | | | | | | | | | | | | |
| New York Harbor | 38.25 | 35.58 | 46.07 | 52.89 | 55.26 | 54.16 | 53.73 | 60.54 | 61.66 | 62.81 | 57.23 | 63.74 |
| U.S. Gulf Coast | 36.82 | 36.73 | 45.88 | 53.66 | 54.97 | 55.96 | 53.22 | 57.65 | 60.44 | 65.03 | 56.99 | 61.86 |
| Los Angeles | 43.34 | 42.67 | 41.46 | 46.60 | 56.88 | 59.44 | 59.93 | 60.13 | 62.45 | 68.49 | 68.79 | 68.79 |
| Rotterdam (ARA) | 40.34 | 36.98 | 42.94 | 48.10 | 49.70 | 48.00 | 52.97 | 53.62 | 61.28 | 67.69 | 59.33 | 64.90 |
| Singapore | 40.82 | 43.16 | 49.01 | 54.33 | 57.30 | 55.25 | 57.01 | 59.07 | 60.19 | 58.94 | 55.40 | 60.88 |
| Propane | | | | | | | | | | | | |
| Mont Belvieu | 29.13 | 31.29 | 38.02 | 41.46 | 40.56 | 37.46 | 37.16 | 41.50 | 47.14 | 47.89 | 47.17 | 52.32 |
| Conway | 26.48 | 27.88 | 35.80 | 40.08 | 38.12 | 35.17 | 35.28 | 41.33 | 45.89 | 47.13 | 47.89 | 52.22 |
| Northwest Europe | 40.66 | 36.99 | 37.04 | 38.56 | 39.97 | 39.05 | 38.09 | 41.46 | 49.99 | 52.67 | 53.25 | 63.44 |
| **2003** | | | | | | | | | | | | |
| No. 2 Distillate | | | | | | | | | | | | |
| Low-Sulfur No. 2 Diesel Fuel | | | | | | | | | | | | |
| New York Harbor | 90.83 | 114.01 | 101.89 | 80.79 | 75.59 | | | | | | | |
| U.S. Gulf Coast | 88.25 | 106.21 | 89.81 | 74.15 | 71.52 | | | | | | | |
| Los Angeles | 87.08 | 104.26 | 101.88 | 78.81 | 73.81 | | | | | | | |
| Kerosene-Type Jet Fuel | | | | | | | | | | | | |
| New York Harbor | 91.42 | 115.05 | 98.18 | 79.13 | 76.13 | | | | | | | |
| U.S. Gulf Coast | 88.67 | 105.54 | 89.32 | 74.32 | 71.36 | | | | | | | |
| Los Angeles | 93.07 | 105.17 | 97.93 | 82.08 | 72.57 | | | | | | | |
| Rotterdam (ARA) | 87.34 | 103.17 | 101.00 | 75.22 | 72.71 | | | | | | | |
| Singapore | 81.46 | 93.71 | 84.92 | 66.55 | 67.01 | | | | | | | |
| Residual Fuel | | | | | | | | | | | | |
| New York Harbor | 75.30 | 83.10 | 75.60 | 56.99 | 58.32 | | | | | | | |
| U.S. Gulf Coast | 73.60 | 81.36 | 78.87 | 58.65 | 60.79 | | | | | | | |
| Los Angeles | 68.79 | 68.79 | 68.79 | 68.79 | 68.79 | | | | | | | |
| Rotterdam (ARA) | 66.41 | 76.84 | 67.78 | 57.30 | 53.98 | | | | | | | |
| Singapore | 67.24 | 73.77 | 66.71 | 57.40 | 58.81 | | | | | | | |
| Propane | | | | | | | | | | | | |
| Mont Belvieu | 60.56 | 77.46 | 62.27 | 50.40 | 54.12 | | | | | | | |
| Conway | 57.71 | 72.20 | 56.87 | 50.23 | 55.37 | | | | | | | |
| Northwest Europe | 68.38 | 82.77 | 67.06 | 47.26 | 42.82 | | | | | | | |

| | Average for Week Ending: | | Daily: Mon | Tue | Wed | Thu | Fri | Mon | Tue | Wed | Thu | Fri |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2003** | **6/6** | **6/13** | **6/16** | **6/17** | **6/18** | **6/19** | **6/20** | **6/23** | **6/24** | **6/25** | **6/26** | **6/27** |
| Low-Sulfur No. 2 Diesel Fuel | | | | | | | | | | | | |
| New York Harbor | 77.61 | 77.80 | 75.05 | 75.73 | 74.73 | 74.28 | 76.95 | 76.17 | 76.33 | 79.42 | 75.98 | 77.65 |
| U.S. Gulf Coast | 74.94 | 76.00 | 73.88 | 74.20 | 73.00 | 72.41 | 74.78 | 74.29 | 73.95 | 77.25 | 74.05 | 75.10 |
| Los Angeles | 73.30 | 83.10 | 82.00 | 80.50 | 79.50 | 78.50 | 81.00 | 81.00 | 77.00 | 79.50 | 77.50 | 78.00 |
| Kerosene-Type Jet Fuel | | | | | | | | | | | | |
| New York Harbor | 77.42 | 77.78 | 75.05 | 75.70 | 74.70 | 74.38 | 77.08 | 76.42 | 76.45 | 80.09 | 76.98 | 77.93 |
| U.S. Gulf Coast | 74.73 | 75.72 | 73.28 | 74.35 | 72.85 | 72.53 | 74.63 | 73.89 | 73.70 | 76.90 | 73.58 | 74.90 |
| Los Angeles | 73.30 | 75.60 | 73.50 | 75.00 | 74.50 | 74.50 | 75.50 | 75.50 | 74.50 | 78.50 | 75.75 | 76.75 |
| Rotterdam (ARA) | 76.72 | 75.22 | 73.95 | 74.86 | 75.16 | 75.76 | 75.92 | 75.54 | 74.40 | 76.60 | 75.54 | 75.54 |
| Singapore | 68.62 | 69.33 | 66.90 | 67.14 | 65.95 | 65.95 | 67.26 | 67.86 | 67.14 | 66.90 | 68.57 | 67.62 |
| Residual Fuel | | | | | | | | | | | | |
| New York Harbor | 57.93 | 58.40 | 56.26 | 56.55 | 57.45 | 58.29 | 59.60 | 61.02 | 62.50 | 63.40 | 64.00 | 64.60 |
| U.S. Gulf Coast | 63.69 | 64.50 | 64.88 | 64.88 | 64.88 | 64.88 | 65.19 | 65.19 | 65.71 | 66.38 | 66.62 | 67.26 |
| Los Angeles | 68.79 | 68.79 | 68.79 | 68.79 | 68.79 | 68.79 | 68.79 | 68.79 | 68.79 | 68.79 | 68.79 | 68.79 |
| Rotterdam (ARA) | 60.68 | 62.26 | 61.06 | 60.31 | 58.42 | 61.06 | 64.07 | 65.58 | 67.09 | 67.09 | 67.09 | 66.34 |
| Singapore | 59.42 | 60.92 | 60.94 | 61.49 | 61.40 | 61.31 | 61.68 | 62.41 | 61.86 | 62.41 | 63.15 | 63.15 |
| Propane | | | | | | | | | | | | |
| Mont Belvieu | 57.75 | 57.40 | 55.19 | 55.01 | 53.38 | 54.25 | 54.25 | 55.25 | 54.25 | 55.00 | 53.44 | 53.44 |
| Conway | 59.86 | 61.01 | 58.94 | 58.88 | 56.57 | 57.38 | 57.38 | 58.94 | 58.75 | 60.13 | 59.63 | 58.75 |
| Northwest Europe | 49.50 | 52.19 | NA | NA | NA | NA | 48.74 | NA | NA | NA | NA | 48.74 |

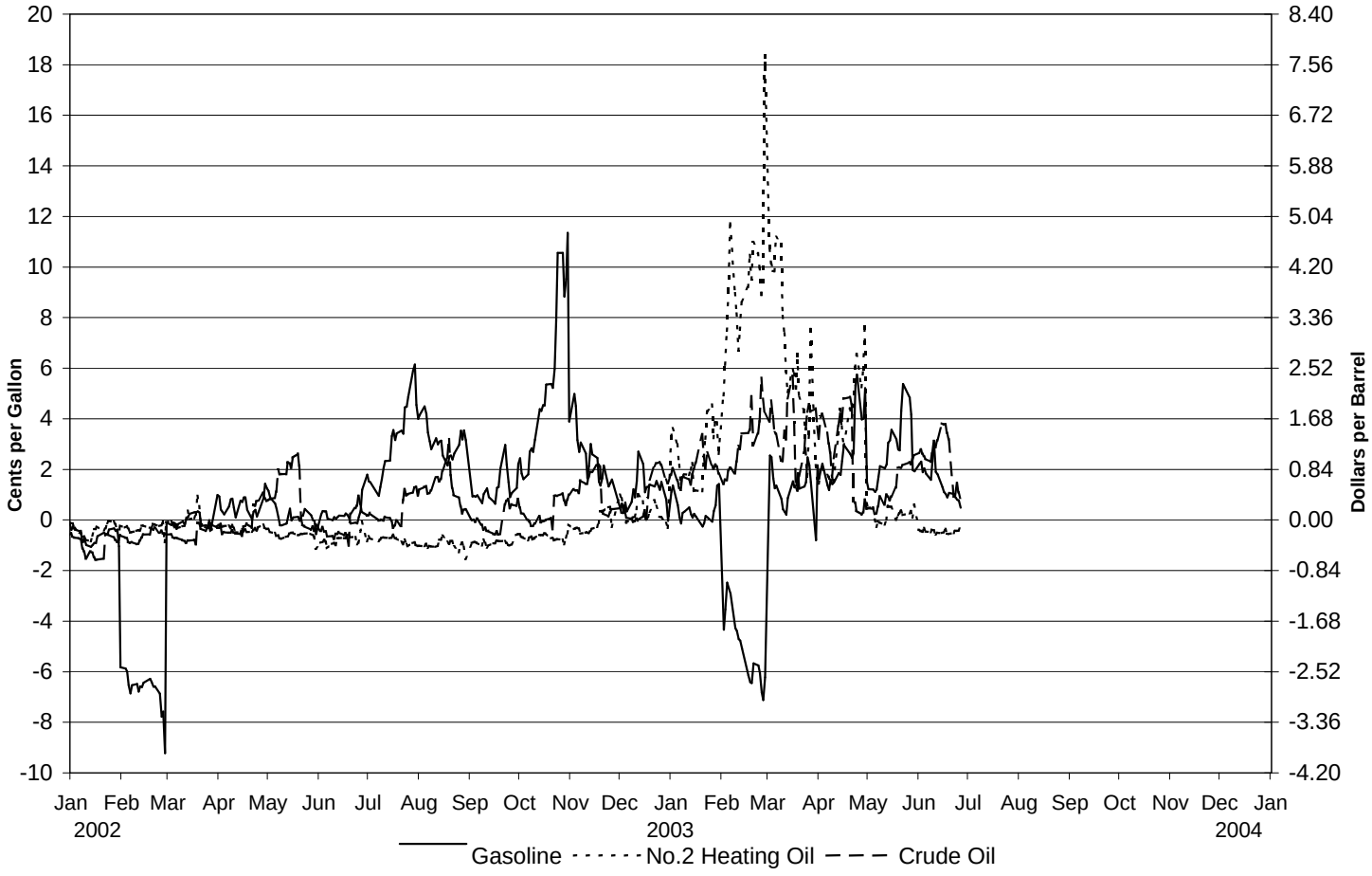
NA=Not Available
Note: Monthly and weekly prices are calculated by EIA from daily data. See Glossary for definitions of abbreviations.
See Technical Note 2, page 42, for more information about the data in this table.
Source: See page 36.

**Table 15. NYMEX Futures Prices of Crude Oil, Motor Gasoline, No. 2 Heating Oil, and Propane**
(Crude Oil in Dollars per Barrel, all others in Cents per Gallon)

| | | Mon 6/16/03 | Tue 6/17/03 | Wed 6/18/03 | Thu 6/19/03 | Fri 6/20/03 | Mon 6/23/03 | Tue 6/24/03 | Wed 6/25/03 | Thu 6/26/03 | Fri 6/27/03 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Crude Oil (WTI, Cushing, Oklahoma) | | | | | | | | | | | |
| July | 2003 | 31.18 | 31.07 | 30.36 | 29.96 | 30.82 | Expired | | | | |
| August | 2003 | 29.57 | 29.48 | 28.77 | 28.51 | 29.48 | 29.17 | 28.78 | 29.95 | 29.01 | 29.27 |
| September | 2003 | 28.98 | 28.85 | 28.26 | 28.09 | 28.98 | 28.78 | 28.36 | 29.34 | 28.55 | 28.90 |
| October | 2003 | 28.38 | 28.32 | 27.79 | 27.64 | 28.44 | 28.33 | 27.97 | 28.87 | 28.15 | 28.52 |
| Regular Gasoline (Reformulated, New York Harbor) | | | | | | | | | | | |
| July | 2003 | 84.92 | 85.02 | 83.73 | 82.37 | 85.15 | 84.09 | 82.59 | 85.60 | 83.32 | 84.83 |
| August | 2003 | 84.08 | 84.37 | 83.16 | 81.94 | 84.53 | 83.52 | 82.15 | 85.26 | 83.01 | 84.80 |
| September | 2003 | 81.88 | 82.21 | 80.91 | 79.90 | 82.38 | 81.62 | 80.50 | 83.50 | 81.26 | 82.55 |
| October | 2003 | 77.68 | 78.06 | 76.86 | 76.30 | 78.53 | 77.97 | 77.10 | 79.90 | 77.73 | 78.65 |
| No. 2 Heating Oil (New York Harbor) | | | | | | | | | | | |
| July | 2003 | 74.39 | 75.19 | 74.48 | 73.40 | 75.67 | 75.04 | 74.47 | 77.91 | 74.88 | 75.95 |
| August | 2003 | 74.90 | 75.67 | 74.83 | 73.93 | 76.22 | 75.55 | 74.89 | 78.34 | 75.30 | 76.21 |
| September | 2003 | 75.45 | 76.17 | 75.38 | 74.48 | 76.62 | 76.00 | 75.44 | 78.69 | 75.80 | 76.71 |
| October | 2003 | 76.00 | 76.67 | 75.93 | 75.03 | 77.07 | 76.50 | 75.99 | 79.09 | 76.30 | 77.21 |
| Propane (Mont Belvieu, Texas) | | | | | | | | | | | |
| July | 2003 | 55.00 | 55.00 | 53.30 | 53.75 | 55.00 | 55.50 | 55.00 | 55.10 | 54.00 | 53.50 |
| August | 2003 | 55.00 | 55.00 | 53.55 | 54.00 | 55.00 | 55.50 | 55.00 | 55.30 | 54.25 | 53.50 |
| September | 2003 | 55.25 | 55.25 | 54.00 | 54.50 | 55.25 | 55.75 | 55.25 | 55.50 | 54.50 | 53.75 |
| October | 2003 | 55.25 | 55.50 | 54.25 | 54.75 | 55.50 | 56.00 | 55.50 | 55.75 | 54.50 | 54.00 |

NA=Not Available
Note: See Technical Note 4, page 42, for more information about the data in this table.
Source: See page 36.

**Figure 11. Daily Futures Price Differentials: First Delivery Month Less Second Delivery Month**




NA=Not Available
Note: See Technical Note 5, page 42, for more information about the data in this chart.
Source: See page 36.

**Table 16. U.S. Retail Motor Gasoline and On-Highway Diesel Fuel Prices, 2001 to Present**
(Cents per Gallon, Including Taxes)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2001** | | | | | | | | | | | | |
| Motor Gasoline | 148.7 | 149.0 | 145.0 | 159.1 | 173.8 | 165.8 | 146.6 | 146.1 | 155.7 | 135.7 | 121.2 | 112.7 |
| Conventional Areas | 146.7 | 147.1 | 142.3 | 155.7 | 168.9 | 158.6 | 138.1 | 142.2 | 153.9 | 131.2 | 117.7 | 111.1 |
| RFG Areas | 156.1 | 156.5 | 155.5 | 167.7 | 184.6 | 180.3 | 163.3 | 153.7 | 159.3 | 144.5 | 128.1 | 115.8 |
| Regular | 144.7 | 145.0 | 140.9 | 155.2 | 170.2 | 161.6 | 142.1 | 142.1 | 152.2 | 131.5 | 117.1 | 108.6 |
| Conventional Areas | 142.7 | 143.1 | 138.4 | 151.7 | 165.4 | 154.8 | 134.0 | 138.6 | 150.6 | 127.4 | 113.9 | 107.2 |
| RFG Areas | 150.0 | 150.0 | 148.3 | 162.9 | 180.6 | 175.8 | 158.2 | 149.1 | 155.2 | 140.0 | 123.5 | 111.4 |
| Midgrade | 154.1 | 154.4 | 150.6 | 164.6 | 178.5 | 171.2 | 152.9 | 151.0 | 160.0 | 140.9 | 126.5 | 117.9 |
| Conventional Areas | 151.6 | 152.0 | 147.3 | 160.7 | 173.0 | 163.0 | 143.4 | 146.3 | 157.2 | 135.6 | 122.3 | 115.8 |
| RFG Areas | 162.6 | 163.2 | 162.9 | 174.2 | 190.5 | 187.3 | 171.2 | 160.1 | 165.5 | 151.1 | 134.7 | 121.8 |
| Premium | 163.0 | 163.5 | 159.6 | 173.2 | 186.9 | 180.1 | 162.2 | 160.1 | 168.2 | 149.9 | 135.7 | 127.1 |
| Conventional Areas | 160.9 | 161.4 | 156.6 | 169.8 | 181.9 | 172.6 | 153.2 | 155.5 | 165.9 | 145.2 | 131.9 | 125.4 |
| RFG Areas | 170.3 | 170.7 | 169.5 | 181.6 | 198.3 | 194.7 | 179.0 | 168.6 | 172.4 | 158.6 | 142.6 | 130.3 |
| On-Highway Diesel Fuel | 152.4 | 149.2 | 139.9 | 142.2 | 149.6 | 148.2 | 137.5 | 139.0 | 149.5 | 134.8 | 125.9 | 116.7 |
| **2002** | | | | | | | | | | | | |
| Motor Gasoline | 114.8 | 115.5 | 128.9 | 143.9 | 143.4 | 142.4 | 143.8 | 143.8 | 144.1 | 148.6 | 146.1 | 142.9 |
| Conventional Areas | 113.4 | 112.9 | 125.9 | 140.2 | 139.4 | 138.0 | 140.2 | 139.8 | 140.3 | 146.6 | 142.4 | 138.9 |
| RFG Areas | 117.7 | 120.6 | 134.9 | 151.2 | 151.4 | 150.9 | 150.8 | 151.7 | 151.7 | 152.6 | 153.3 | 150.8 |
| Regular | 110.7 | 111.4 | 124.9 | 139.7 | 139.2 | 138.2 | 139.7 | 139.6 | 140.0 | 144.5 | 141.9 | 138.6 |
| Conventional Areas | 109.4 | 109.0 | 122.1 | 136.2 | 135.3 | 134.1 | 136.4 | 135.8 | 136.3 | 142.7 | 138.5 | 134.8 |
| RFG Areas | 113.4 | 116.2 | 130.7 | 146.9 | 147.0 | 146.6 | 146.3 | 147.1 | 147.2 | 148.3 | 148.7 | 146.1 |
| Midgrade | 119.9 | 120.8 | 134.3 | 149.4 | 149.0 | 147.8 | 149.2 | 149.1 | 149.4 | 153.7 | 151.3 | 148.4 |
| Conventional Areas | 118.0 | 117.6 | 130.5 | 145.1 | 144.3 | 142.8 | 144.9 | 144.4 | 144.9 | 151.2 | 147.0 | 143.7 |
| RFG Areas | 123.6 | 127.0 | 141.5 | 157.8 | 157.8 | 157.3 | 157.4 | 158.2 | 158.2 | 158.5 | 159.5 | 157.3 |
| Premium | 129.2 | 129.7 | 142.7 | 158.2 | 158.0 | 156.7 | 158.0 | 158.3 | 158.6 | 162.9 | 160.7 | 158.0 |
| Conventional Areas | 127.8 | 127.2 | 139.8 | 154.7 | 153.9 | 152.4 | 154.3 | 154.1 | 154.7 | 160.8 | 156.9 | 153.7 |
| RFG Areas | 131.8 | 134.4 | 148.1 | 164.9 | 165.5 | 164.7 | 164.7 | 166.0 | 166.0 | 166.8 | 167.8 | 166.0 |
| On-Highway Diesel Fuel | 115.3 | 115.2 | 123.0 | 130.9 | 130.5 | 128.6 | 129.9 | 132.8 | 141.1 | 146.2 | 142.0 | 142.9 |
| **2003** | | | | | | | | | | | | |
| Motor Gasoline | 150.0 | 165.5 | 173.4 | 163.3 | 153.9 | 153.3 | | | | | | |
| Conventional Areas | 146.4 | 162.2 | 167.5 | 155.7 | 147.7 | 148.9 | | | | | | |
| RFG Areas | 157.1 | 172.0 | 185.2 | 178.3 | 166.4 | 162.4 | | | | | | |
| Regular | 145.8 | 161.3 | 169.3 | 158.9 | 149.7 | 149.3 | | | | | | |
| Conventional Areas | 142.4 | 158.2 | 163.6 | 151.7 | 143.8 | 145.2 | | | | | | |
| RFG Areas | 152.5 | 167.6 | 180.9 | 173.6 | 161.8 | 157.9 | | | | | | |
| Midgrade | 155.5 | 170.9 | 179.2 | 169.4 | 159.5 | 158.6 | | | | | | |
| Conventional Areas | 151.3 | 166.9 | 172.2 | 160.6 | 152.1 | 153.2 | | | | | | |
| RFG Areas | 163.4 | 178.4 | 192.8 | 186.2 | 173.7 | 169.3 | | | | | | |
| Premium | 165.0 | 179.8 | 187.5 | 178.0 | 168.6 | 167.4 | | | | | | |
| Conventional Areas | 161.2 | 176.5 | 181.7 | 170.4 | 162.0 | 162.7 | | | | | | |
| RFG Areas | 171.8 | 185.9 | 198.3 | 192.2 | 180.8 | 176.1 | | | | | | |
| On-Highway Diesel Fuel | 148.8 | 165.4 | 170.8 | 153.3 | 145.1 | 142.4 | | | | | | |

| **2003** | **4/14** | **4/21** | **4/28** | **5/5** | **5/12** | **5/19** | **5/26** | **6/2** | **6/9** | **6/16** | **6/23** | **6/30** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Motor Gasoline | 163.9 | 161.8 | 160.0 | 155.6 | 153.4 | 153.9 | 152.8 | 151.4 | 153.0 | 155.8 | 153.7 | 152.8 |
| Conventional Areas | 156.1 | 154.4 | 152.6 | 148.2 | 146.7 | 148.2 | 147.7 | 146.6 | 149.2 | 151.7 | 148.9 | 148.1 |
| RFG Areas | 179.4 | 176.4 | 174.8 | 170.6 | 166.8 | 165.3 | 163.0 | 161.0 | 160.5 | 164.2 | 163.6 | 162.5 |
| Regular | 159.5 | 157.4 | 155.7 | 151.3 | 149.1 | 149.8 | 148.7 | 147.3 | 149.0 | 151.8 | 149.6 | 148.7 |
| Conventional Areas | 152.1 | 150.4 | 148.6 | 144.1 | 142.7 | 144.4 | 143.9 | 142.8 | 145.6 | 148.0 | 145.1 | 144.3 |
| RFG Areas | 174.7 | 171.8 | 170.1 | 165.9 | 162.0 | 160.7 | 158.4 | 156.4 | 156.0 | 159.8 | 159.1 | 158.0 |
| Midgrade | 170.2 | 167.8 | 165.9 | 161.5 | 159.2 | 159.2 | 158.0 | 156.6 | 158.0 | 161.1 | 159.1 | 158.4 |
| Conventional Areas | 161.1 | 159.3 | 157.4 | 152.8 | 151.4 | 152.4 | 151.7 | 150.7 | 153.4 | 156.1 | 153.2 | 152.5 |
| RFG Areas | 187.6 | 184.2 | 182.4 | 178.2 | 174.3 | 172.5 | 169.9 | 168.0 | 167.1 | 171.0 | 170.7 | 169.7 |
| Premium | 178.8 | 176.6 | 174.8 | 170.6 | 168.2 | 168.2 | 167.2 | 165.7 | 166.8 | 169.6 | 167.8 | 167.0 |
| Conventional Areas | 171.0 | 169.1 | 167.3 | 162.9 | 161.2 | 162.1 | 161.8 | 160.5 | 162.6 | 165.4 | 163.0 | 162.2 |
| RFG Areas | 193.4 | 190.4 | 188.8 | 184.8 | 181.3 | 179.7 | 177.2 | 175.4 | 174.5 | 177.6 | 176.9 | 176.1 |
| On-Highway Diesel Fuel | 153.9 | 152.9 | 150.8 | 148.4 | 144.4 | 144.3 | 143.4 | 142.3 | 142.2 | 143.2 | 142.3 | 142.0 |

NA=Not Available

Note: See Glossary for definitions of abbreviations. See Technical Note 1, page 42, for more information about data in this table.
Sources: See page 36.

**Table 17. Regional Retail Motor Gasoline Prices**
(Cents per Gallon, Including Taxes)

| | 6/2/03 | 6/9/03 | 6/16/03 | 6/23/03 | 6/30/03 |
|---|---|---|---|---|---|
| **All Grades** | | | | | |
| **PADD I** | **148.7** | **149.2** | **151.4** | **150.5** | **149.5** |
| Conventional Areas | 144.5 | 145.9 | 149.4 | 148.3 | 147.1 |
| RFG Areas | 155.2 | 154.4 | 154.7 | 154.1 | 153.5 |
| **PADD IX** | **154.8** | **154.3** | **155.5** | **155.1** | **154.4** |
| Conventional Areas | 152.5 | 151.7 | 152.7 | 151.9 | 150.9 |
| RFG Areas | 155.1 | 154.9 | 156.1 | 155.9 | 155.3 |
| **PADD IY** | **154.3** | **154.0** | **154.5** | **153.6** | **152.7** |
| Conventional Areas | 150.1 | 151.1 | 153.2 | 152.1 | 150.8 |
| RFG Areas | 156.5 | 155.5 | 155.3 | 154.5 | 153.9 |
| **PADD IZ** | **142.9** | **144.3** | **147.9** | **147.0** | **145.8** |
| Conventional Areas | 142.6 | 144.2 | 148.0 | 146.9 | 145.7 |
| RFG Areas | 146.4 | 145.7 | 147.8 | 147.6 | 146.9 |
| **PADD II** | **147.6** | **153.3** | **154.5** | **147.8** | **147.0** |
| Conventional Areas | 146.5 | 152.0 | 153.4 | 146.7 | 146.4 |
| RFG Areas | 153.7 | 161.2 | 161.9 | 154.9 | 151.5 |
| **PADD III** | **140.7** | **142.0** | **144.5** | **143.8** | **142.5** |
| Conventional Areas | 140.8 | 141.8 | 144.4 | 143.9 | 142.7 |
| RFG Areas | 140.6 | 142.7 | 145.1 | 143.7 | 141.9 |
| **PADD IV** | **152.4** | **152.0** | **155.6** | **156.1** | **156.0** |
| Conventional Areas | 152.4 | 152.0 | 155.6 | 156.1 | 156.0 |
| **PADD V** | **172.5** | **170.3** | **178.4** | **179.7** | **179.1** |
| Conventional Areas | 163.6 | 164.1 | 169.8 | 170.5 | 169.5 |
| RFG Areas | 177.1 | 173.4 | 181.9 | 183.5 | 183.0 |
| **State** | | | | | |
| **New York** | **162.7** | **161.4** | **161.2** | **160.1** | **159.7** |
| Conventional Areas | 158.3 | 157.4 | 157.4 | 155.9 | 154.8 |
| RFG Areas | 165.9 | 164.5 | 164.4 | 163.7 | 163.8 |
| **Minnesota** | **145.7** | **148.8** | **153.3** | **146.4** | **148.0** |
| **Texas** | **139.9** | **141.0** | **143.4** | **142.5** | **141.1** |
| Conventional Areas | 139.4 | 139.9 | 142.2 | 141.8 | 140.5 |
| RFG Areas | 140.6 | 142.7 | 145.1 | 143.7 | 141.9 |
| **Colorado** | **149.6** | **148.6** | **153.9** | **153.2** | **151.0** |
| **California** | **177.8** | **174.2** | **183.2** | **184.9** | **184.5** |
| | | | | | |
| **Metropolitan Area** | | | | | |
| New York City | 159.0 | 157.2 | 156.0 | 155.2 | 154.8 |
| Chicago | 159.4 | 167.0 | 167.5 | 160.8 | 156.8 |
| Houston | 139.4 | 141.5 | 142.6 | 140.8 | 139.5 |
| Denver | 147.8 | 147.3 | 153.7 | 152.4 | 151.0 |
| Los Angeles | 177.5 | 174.0 | 181.9 | 181.6 | 181.3 |
| San Francisco | 185.1 | 181.8 | 191.4 | 194.8 | 195.8 |
| **Regular** | | | | | |
| **PADD I** | **143.7** | **144.2** | **146.3** | **145.4** | **144.4** |
| Conventional Areas | 139.3 | 140.8 | 144.3 | 143.2 | 142.0 |
| RFG Areas | 150.2 | 149.3 | 149.6 | 149.0 | 148.4 |
| **PADD IX** | **150.4** | **150.0** | **151.1** | **150.7** | **150.1** |
| Conventional Areas | 148.4 | 147.5 | 148.6 | 147.8 | 146.8 |
| RFG Areas | 150.6 | 150.4 | 151.7 | 151.5 | 151.0 |
| **PADD IY** | **149.4** | **148.9** | **149.3** | **148.3** | **147.4** |
| Conventional Areas | 145.7 | 146.6 | 148.5 | 147.4 | 146.1 |
| RFG Areas | 151.3 | 150.1 | 149.8 | 148.9 | 148.3 |
| **PADD IZ** | **137.4** | **138.9** | **142.7** | **141.7** | **140.5** |
| Conventional Areas | 137.2 | 138.8 | 142.7 | 141.6 | 140.4 |
| RFG Areas | 140.7 | 140.3 | 142.6 | 142.4 | 141.7 |
| **PADD II** | **144.9** | **150.6** | **151.8** | **145.1** | **144.3** |
| Conventional Areas | 143.9 | 149.5 | 150.8 | 144.1 | 143.7 |
| RFG Areas | 150.2 | 157.7 | 158.3 | 151.3 | 148.0 |
| **PADD III** | **136.4** | **137.8** | **140.3** | **139.6** | **138.3** |
| Conventional Areas | 136.4 | 137.6 | 140.2 | 139.7 | 138.5 |
| RFG Areas | 136.1 | 138.3 | 140.8 | 139.4 | 137.6 |

See footnotes at end of table.

**Table 17. Regional Retail Motor Gasoline Prices (continued)**
(Cents per Gallon, Including Taxes)

| | 6/2/03 | 6/9/03 | 6/16/03 | 6/23/03 | 6/30/03 |
|---|---|---|---|---|---|
| **Regular** | | | | | |
| **PADD IV** | **148.3** | **147.8** | **151.3** | **152.0** | **151.7** |
| Conventional Areas | 148.3 | 147.8 | 151.3 | 152.0 | 151.7 |
| **PADD V** | **167.7** | **165.7** | **173.9** | **175.2** | **174.5** |
| Conventional Areas | 159.4 | 160.0 | 165.6 | 166.5 | 165.5 |
| RFG Areas | 172.4 | 168.7 | 177.5 | 179.1 | 178.4 |
| **State** | | | | | |
| **New York** | **157.7** | **156.2** | **155.9** | **154.7** | **154.2** |
| Conventional Areas | 153.4 | 152.4 | 152.3 | 150.8 | 149.6 |
| RFG Areas | 160.8 | 159.3 | 159.1 | 158.3 | 158.3 |
| **Minnesota** | **143.5** | **146.6** | **151.1** | **144.2** | **145.9** |
| **Texas** | **135.8** | **137.1** | **139.4** | **138.7** | **137.2** |
| Conventional Areas | 135.6 | 136.3 | 138.6 | 138.2 | 136.9 |
| RFG Areas | 136.1 | 138.3 | 140.8 | 139.4 | 137.6 |
| **Colorado** | **145.5** | **144.4** | **149.6** | **149.0** | **146.7** |
| **California** | **173.2** | **169.6** | **178.7** | **180.5** | **180.0** |
| | | | | | |
| **Metropolitan Area** | | | | | |
| New York | 153.8 | 151.8 | 150.4 | 149.6 | 149.1 |
| Chicago | 155.6 | 163.2 | 163.7 | 157.0 | 153.0 |
| Houston | 134.6 | 136.8 | 138.0 | 136.2 | 134.9 |
| Denver | 143.3 | 142.8 | 149.2 | 148.0 | 146.5 |
| Los Angeles | 172.3 | 169.0 | 177.3 | 176.9 | 176.5 |
| San Francisco | 180.3 | 177.1 | 186.9 | 190.4 | 191.3 |
| **Midgrade** | | | | | |
| **PADD I** | **152.6** | **153.4** | **155.8** | **155.0** | **154.0** |
| Conventional Areas | 148.3 | 150.0 | 153.4 | 152.4 | 151.3 |
| RFG Areas | 160.3 | 159.6 | 160.2 | 159.7 | 159.0 |
| **PADD IX** | **160.6** | **160.2** | **161.2** | **160.9** | **159.9** |
| Conventional Areas | 157.8 | 157.3 | 158.1 | 157.2 | 156.3 |
| RFG Areas | 160.9 | 160.7 | 161.9 | 161.8 | 160.7 |
| **PADD IY** | **158.3** | **158.3** | **159.2** | **158.4** | **157.6** |
| Conventional Areas | 152.1 | 153.7 | 156.3 | 155.3 | 154.2 |
| RFG Areas | 161.5 | 160.8 | 161.0 | 160.3 | 159.6 |
| **PADD IZ** | **147.5** | **148.9** | **152.5** | **151.5** | **150.5** |
| Conventional Areas | 147.2 | 148.8 | 152.4 | 151.5 | 150.3 |
| RFG Areas | 151.1 | 150.6 | 152.7 | 152.4 | 152.1 |
| **PADD II** | **151.4** | **157.8** | **159.2** | **151.7** | **151.4** |
| Conventional Areas | 149.8 | 156.1 | 157.6 | 150.1 | 150.3 |
| RFG Areas | 160.6 | 167.9 | 169.1 | 162.3 | 158.7 |
| **PADD III** | **146.6** | **147.7** | **150.2** | **149.3** | **148.1** |
| Conventional Areas | 146.7 | 147.6 | 150.1 | 149.4 | 148.4 |
| RFG Areas | 146.3 | 148.3 | 150.5 | 149.1 | 147.3 |
| **PADD IV** | **158.0** | **157.5** | **161.3** | **161.7** | **161.6** |
| Conventional Areas | 158.0 | 157.5 | 161.3 | 161.7 | 161.6 |
| **PADD V** | **179.8** | **177.2** | **185.1** | **186.5** | **185.9** |
| Conventional Areas | 170.3 | 170.7 | 176.4 | 176.7 | 175.6 |
| RFG Areas | 183.5 | 179.6 | 187.7 | 189.5 | 189.1 |
| **State** | | | | | |
| **New York** | **167.9** | **167.2** | **167.4** | **166.5** | **166.3** |
| Conventional Areas | 163.1 | 162.4 | 162.5 | 160.9 | 160.1 |
| RFG Areas | 170.7 | 170.1 | 170.5 | 170.1 | 170.3 |
| **Minnesota** | **148.3** | **151.4** | **155.8** | **148.6** | **150.2** |
| **Texas** | **145.5** | **146.6** | **149.0** | **148.0** | **146.7** |
| Conventional Areas | 145.0 | 145.5 | 148.0 | 147.2 | 146.2 |
| RFG Areas | 146.3 | 148.3 | 150.5 | 149.1 | 147.3 |
| **Colorado** | **155.9** | **155.1** | **160.6** | **160.0** | **157.6** |
| **California** | **184.1** | **180.3** | **188.7** | **190.5** | **190.2** |

See footnotes at end of table.

**Table 17. Regional Retail Motor Gasoline Prices**
(Cents per Gallon, Including Taxes)

| | 6/2/03 | 6/9/03 | 6/16/03 | 6/23/03 | 6/30/03 |
|---|---|---|---|---|---|
| **Midgrade** | | | | | |
| **Metropolitan Area** | | | | | |
| New York City | 164.2 | 163.0 | 162.4 | 162.0 | 161.1 |
| Chicago | 165.6 | 173.3 | 173.9 | 167.4 | 163.1 |
| Houston | 145.0 | 146.9 | 148.0 | 146.2 | 144.9 |
| Denver | 154.6 | 154.2 | 160.9 | 159.6 | 157.9 |
| Los Angeles | 183.9 | 179.9 | 186.6 | 186.8 | 186.4 |
| San Francisco | 191.4 | 187.8 | 197.2 | 200.4 | 201.6 |
| **Premium** | | | | | |
| **PADD I** | **162.6** | **163.1** | **165.3** | **164.4** | **163.6** |
| Conventional Areas | 158.4 | 160.0 | 163.4 | 162.4 | 161.3 |
| RFG Areas | 168.9 | 168.0 | 168.3 | 167.7 | 167.2 |
| **PADD IX** | **170.2** | **169.5** | **170.4** | **170.0** | **169.2** |
| Conventional Areas | 166.9 | 166.5 | 167.2 | 166.6 | 165.4 |
| RFG Areas | 170.6 | 170.0 | 171.2 | 170.8 | 170.2 |
| **PADD IY** | **166.9** | **166.7** | **167.4** | **166.5** | **165.9** |
| Conventional Areas | 162.3 | 163.6 | 165.9 | 164.7 | 163.7 |
| RFG Areas | 169.2 | 168.4 | 168.3 | 167.5 | 167.1 |
| **PADD IZ** | **157.3** | **158.7** | **162.3** | **161.4** | **160.4** |
| Conventional Areas | 157.0 | 158.6 | 162.3 | 161.3 | 160.3 |
| RFG Areas | 162.0 | 160.4 | 161.8 | 161.8 | 160.9 |
| **PADD II** | **161.0** | **166.5** | **168.0** | **161.3** | **160.5** |
| Conventional Areas | 159.4 | 164.7 | 166.4 | 159.7 | 159.4 |
| RFG Areas | 170.4 | 177.4 | 178.3 | 171.2 | 167.7 |
| **PADD III** | **156.3** | **157.3** | **159.5** | **158.8** | **157.5** |
| Conventional Areas | 156.2 | 156.9 | 159.2 | 158.7 | 157.6 |
| RFG Areas | 156.6 | 158.4 | 160.4 | 158.9 | 157.2 |
| **PADD IV** | **167.6** | **167.3** | **171.1** | **171.5** | **171.5** |
| Conventional Areas | 167.6 | 167.3 | 171.1 | 171.5 | 171.5 |
| **PADD V** | **190.2** | **187.5** | **195.4** | **196.4** | **196.0** |
| Conventional Areas | 183.2 | 183.2 | 188.7 | 189.1 | 188.2 |
| RFG Areas | 193.4 | 189.5 | 197.8 | 198.9 | 198.7 |
| **State** | | | | | |
| **New York** | **175.8** | **174.6** | **174.7** | **173.8** | **173.6** |
| Conventional Areas | 172.2 | 171.6 | 171.8 | 170.4 | 169.6 |
| RFG Areas | 178.5 | 177.0 | 177.1 | 176.6 | 176.9 |
| **Minnesota** | **156.9** | **160.1** | **165.1** | **158.1** | **159.4** |
| **Texas** | **155.2** | **156.0** | **158.0** | **157.2** | **155.8** |
| Conventional Areas | 154.2 | 154.3 | 156.3 | 155.9 | 154.8 |
| RFG Areas | 156.6 | 158.4 | 160.4 | 158.9 | 157.2 |
| **Colorado** | **166.1** | **165.1** | **170.5** | **169.8** | **167.8** |
| **California** | **194.0** | **190.2** | **198.8** | **200.1** | **200.0** |
| | | | | | |
| **Metropolitan Area** | | | | | |
| New York City | 172.6 | 171.0 | 170.2 | 169.6 | 169.1 |
| Chicago | 175.8 | 183.3 | 183.8 | 177.3 | 173.0 |
| Houston | 155.4 | 157.1 | 157.9 | 156.1 | 154.8 |
| Denver | 165.3 | 164.5 | 170.9 | 169.5 | 168.5 |
| Los Angeles | 193.2 | 189.3 | 197.0 | 196.5 | 196.2 |
| San Francisco | 201.2 | 198.3 | 206.9 | 210.0 | 211.2 |

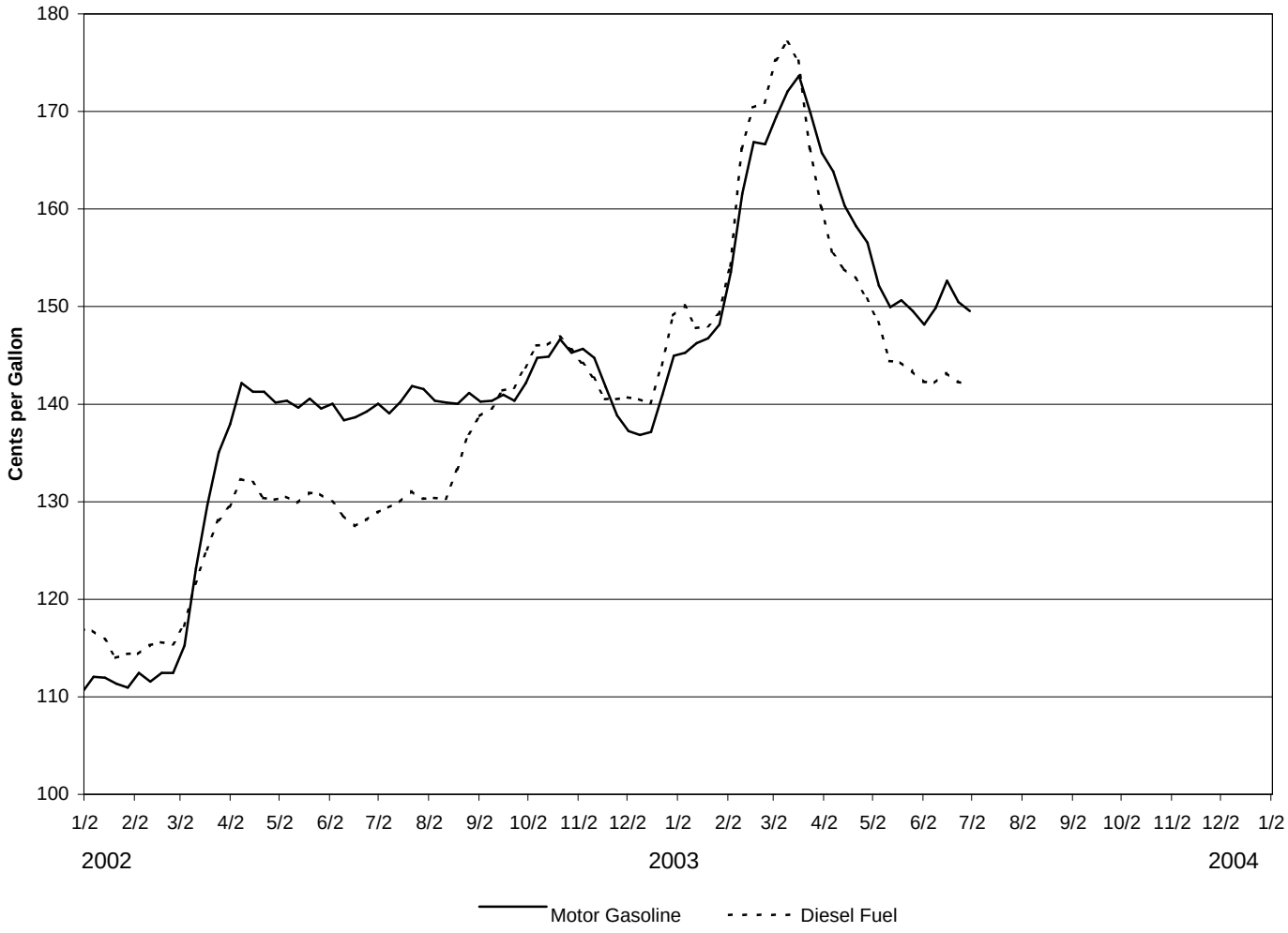
NA=Not Available
Note: See Technical Note 1, page 42, for more information about the data in this table. See Glossary for definitions of abbreviations.
Source: See page 36.

**Table 18. U.S. Retail On-Highway Diesel Fuel Prices**
(Cents per Gallon, Including Taxes)

| | 6/2/03 | 6/9/03 | 6/16/03 | 6/23/03 | 6/30/03 |
|---|---|---|---|---|---|
| **On-Highway Diesel Fuel** | | | | | |
| U.S. Average | 142.3 | 142.2 | 143.2 | 142.3 | 142.0 |
| PADD I | 144.7 | 144.1 | 143.9 | 142.9 | 142.7 |
| PADD IX | 157.0 | 156.3 | 156.3 | 155.6 | 156.3 |
| PADD IY | 155.7 | 155.5 | 155.7 | 154.0 | 153.5 |
| PADD IZ | 138.9 | 138.1 | 137.7 | 137.0 | 136.8 |
| PADD II | 141.6 | 141.8 | 141.0 | 140.1 | 139.8 |
| PADD III | 136.1 | 136.5 | 137.9 | 136.5 | 136.4 |
| PADD IV | 144.5 | 144.0 | 144.9 | 144.8 | 145.5 |
| PADD V | 147.4 | 147.3 | 157.0 | 156.3 | 155.6 |
| California | 151.1 | 151.7 | 165.1 | 162.6 | 160.2 |

Source: See page 36.

**Figure 12. U.S. Average Retail Regular Motor Gasoline and On-Highway Diesel Fuel Prices**




Source: See page 36.

**Table 19. Prices of Crude Oil and Petroleum Products by PADD**
(Crude Oil in Dollars per Barrel, Products in Cents per Gallon; Excluding Taxes)

| 2002 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Crude Oil | | | | | | | | | | | | |
| Refiners' Acquisition Cost | | | | | | | | | | | | |
| Domestic | 17.85 | 18.70 | 21.57 | 24.27 | 25.78 | 24.81 | 25.37 | 26.87 | 28.43 | 27.82 | 26.02 | 27.25 |
| Imported | 16.93 | 18.13 | 22.78 | 23.87 | 24.29 | 23.33 | 24.86 | 25.76 | 27.14 | 25.99 | 23.68 | 26.57 |
| Composite | 17.31 | 18.37 | 22.26 | 24.03 | 24.94 | 23.98 | 25.08 | 26.24 | 27.68 | 26.70 | 24.60 | 26.87 |
| Regular Motor Gasoline | | | | | | | | | | | | |
| Sales to End Users Through Retail Outlets | | | | | | | | | | | | |
| U.S. | 68.7 | 69.5 | 84.7 | 96.8 | 95.8 | 94.8 | 96.4 | 96.2 | 96.7 | 101.8 | 97.8 | 95.1 |
| PADD 1 | 66.6 | 66.9 | 80.1 | 94.9 | 93.7 | 91.4 | 92.3 | 93.6 | 94.3 | 99.2 | 98.2 | 96.2 |
| PADD 2 | 70.1 | 69.8 | 87.5 | 97.1 | 96.4 | 96.1 | 98.8 | 97.2 | 98.4 | 105.9 | 96.9 | 94.1 |
| PADD 3 | 65.6 | 65.9 | 81.4 | 94.3 | 92.8 | 90.1 | 90.3 | 90.5 | 92.0 | 98.4 | 94.7 | 92.3 |
| PADD 5 | 71.9 | 77.4 | 92.6 | 103.6 | 102.2 | 105.1 | 105.9 | 104.7 | 102.9 | 100.0 | 101.9 | 97.7 |
| Sales for Resale | | | | | | | | | | | | |
| U.S. | 59.7 | 61.3 | 76.3 | 84.7 | 83.7 | 83.2 | 85.4 | 85.1 | 86.7 | 91.3 | 82.7 | 84.2 |
| PADD 1 | 59.1 | 59.7 | 73.3 | 83.6 | 82.7 | 80.8 | 83.4 | 83.9 | 85.4 | 89.6 | 83.2 | 85.9 |
| PADD 2 | 59.8 | 60.8 | 78.5 | 84.8 | 85.2 | 85.3 | 88.7 | 86.2 | 87.9 | 95.3 | 82.2 | 83.6 |
| PADD 3 | 56.6 | 57.6 | 72.4 | 81.6 | 79.6 | 77.9 | 79.8 | 80.2 | 82.9 | 88.3 | 77.6 | 81.0 |
| PADD 5 | 64.6 | 70.2 | 86.4 | 92.8 | 91.6 | 96.3 | 94.6 | 95.3 | 94.2 | 92.0 | 92.4 | 87.8 |
| No. 2 Distillate Fuel Oil | | | | | | | | | | | | |
| Sales to End Users, Residential | | | | | | | | | | | | |
| U.S. | 109.7 | 108.6 | 109.9 | 111.2 | 108.9 | 104.9 | 102.9 | 103.9 | 109.8 | 114.4 | 117.9 | 123.6 |
| PADD 1 | 111.6 | 110.4 | 111.8 | 113.0 | 110.9 | 107.7 | 105.3 | 105.3 | 110.4 | 114.3 | 118.1 | 124.3 |
| PADD 2 | 94.0 | 93.8 | 96.2 | 98.2 | 96.8 | 92.3 | 93.1 | 96.8 | 106.7 | 114.0 | 114.8 | 118.3 |
| PADD 3 | 77.1 | 77.1 | NA | NA | NA | NA | NA | NA | 99.2 | NA | NA | NA |
| PADD 5 | 104.8 | 105.1 | 113.2 | 115.0 | 114.1 | 109.8 | 105.7 | 110.4 | 116.2 | 121.7 | 124.4 | 122.0 |
| Sales to End Users Through Retail Outlets[1] | | | | | | | | | | | | |
| U.S. | 69.9 | 70.7 | 79.1 | 84.9 | 84.7 | 82.7 | 84.6 | 87.8 | 95.4 | 99.8 | 95.4 | 96.3 |
| PADD 1 | 73.4 | 73.3 | 80.2 | 85.9 | 86.3 | 83.9 | 85.5 | 87.6 | 94.2 | 98.7 | 95.0 | 97.6 |
| PADD 2 | 67.8 | 68.6 | 77.2 | 83.5 | 83.3 | 81.2 | 84.0 | 87.1 | 94.6 | 100.2 | 96.2 | 96.3 |
| PADD 3 | 68.0 | 68.8 | 76.7 | 82.2 | 82.3 | 79.7 | 81.2 | 84.3 | 92.0 | 97.1 | 89.7 | 92.2 |
| PADD 5 | 75.1 | 77.4 | 88.1 | 90.8 | 89.0 | 88.8 | 89.3 | 95.2 | 104.1 | 102.9 | 100.0 | 99.5 |
| Sales for Resale | | | | | | | | | | | | |
| U.S. | 56.6 | 58.1 | 67.3 | 71.0 | 70.9 | 68.6 | 71.4 | 75.6 | 83.4 | 85.0 | 78.5 | 81.4 |
| PADD 1 | 59.1 | 59.9 | 66.7 | 70.1 | 70.1 | 67.6 | 70.6 | 73.4 | 80.6 | 81.5 | 75.8 | 80.5 |
| PADD 2 | 55.6 | 57.7 | 68.1 | 72.4 | 72.2 | 69.5 | 73.3 | 77.5 | 85.7 | 88.9 | 83.4 | 84.4 |
| PADD 3 | 53.0 | 54.3 | 65.4 | 68.1 | 68.2 | 65.8 | 68.8 | 72.2 | 81.2 | 83.4 | 75.1 | 80.7 |
| PADD 5 | 56.6 | 60.2 | 71.8 | 73.9 | 73.2 | 73.0 | 73.4 | 82.1 | 88.2 | 86.7 | 83.2 | 83.9 |
| Kerosene-Type Jet Fuel | | | | | | | | | | | | |
| Sales to End Users | | | | | | | | | | | | |
| U.S. | 58.1 | 58.4 | 64.3 | 70.0 | 70.9 | 68.8 | 72.2 | 75.2 | 82.9 | 84.6 | 76.9 | 81.2 |
| PADD 1 | 58.4 | 58.7 | 64.1 | 70.0 | 71.9 | 69.4 | 73.4 | 74.5 | 81.9 | 85.0 | 76.8 | 80.7 |
| PADD 2 | 57.7 | 58.6 | 64.3 | 70.9 | 72.0 | 69.2 | 72.9 | 75.1 | 82.8 | 85.4 | 77.6 | 80.9 |
| PADD 3 | 54.8 | 55.5 | 61.2 | 67.9 | 68.4 | 65.9 | 70.0 | 73.6 | 79.3 | 82.7 | 72.8 | 78.3 |
| PADD 5 | 60.6 | 60.4 | 67.1 | 70.4 | 70.9 | 70.0 | 71.9 | 76.5 | 86.0 | 84.9 | 79.0 | 83.2 |
| Sales for Resale | | | | | | | | | | | | |
| U.S. | 57.3 | 57.4 | 64.2 | 69.5 | 69.6 | 67.9 | 71.5 | 74.1 | 81.6 | 83.6 | 75.0 | 80.0 |
| PADD 1 | 59.5 | 60.8 | 65.1 | 70.9 | 71.7 | 70.3 | 72.8 | 74.5 | 82.5 | 85.6 | 77.6 | 79.3 |
| PADD 2 | 59.4 | 61.1 | 68.3 | 73.8 | 72.9 | 69.8 | 74.1 | 76.5 | 85.2 | 87.5 | 78.9 | 81.9 |
| PADD 3 | 55.0 | 54.7 | 61.2 | 67.2 | 67.8 | 65.2 | 69.2 | 71.5 | 78.2 | 81.0 | 72.0 | 78.2 |
| PADD 5 | 61.8 | 59.9 | 67.5 | 71.2 | 69.9 | 69.9 | 73.2 | 77.9 | 86.8 | 85.6 | 78.2 | 83.5 |
| Residual Fuel Oil | | | | | | | | | | | | |
| Sales to End Users | | | | | | | | | | | | |
| U.S. | 44.3 | 44.2 | 48.9 | 55.6 | 56.9 | 57.1 | 57.5 | 59.9 | 62.5 | 64.5 | 59.0 | 61.0 |
| Sales for Resale | | | | | | | | | | | | |
| U.S. | 39.1 | 37.8 | 43.8 | 51.4 | 54.3 | 53.6 | 53.6 | 56.8 | 59.0 | 59.9 | 57.7 | 61.9 |

See footnotes at end of table.

**Table 19. Prices of Crude Oil and Petroleum Products by PADD (continued)**
(Crude Oil in Dollars per Barrel, Products in Cents per Gallon; Excluding Taxes)

| 2003 | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Crude Oil | | | | | [E] Initial | | | | | | | |
| Refiners' Acquisition Cost | | | | | Estimates | | | | | | | |
| Domestic | 30.48 | 33.91 | 33.21 | 28.54 | 26.66 | | | | | | | |
| Imported | 30.38 | 32.75 | 29.34 | 24.37 | 24.18 | | | | | | | |
| Composite | 30.42 | 33.23 | 30.92 | 25.95 | 25.41 | | | | | | | |
| Regular Motor Gasoline | | | | | | | | | | | | |
| Sales to End Users Through Retail Outlets | | | | | | | | | | | | |
| U.S. | 103.0 | 118.7 | 124.1 | 113.1 | 105.3 | | | | | | | |
| PADD 1 | 102.9 | 116.4 | 120.1 | 111.1 | 102.6 | | | | | | | |
| PADD 2 | 103.5 | 120.1 | 121.2 | 106.9 | 102.6 | | | | | | | |
| PADD 3 | 100.6 | 114.9 | 117.4 | 106.0 | 97.9 | | | | | | | |
| PADD 5 | 104.8 | 125.7 | 150.9 | 144.4 | 128.0 | | | | | | | |
| Sales for Resale | | | | | | | | | | | | |
| U.S. | 93.1 | 108.1 | 110.5 | 96.8 | 92.6 | | | | | | | |
| PADD 1 | 93.8 | 106.4 | 106.1 | 93.3 | 91.1 | | | | | | | |
| PADD 2 | 92.2 | 109.0 | 108.2 | 95.5 | 93.7 | | | | | | | |
| PADD 3 | 91.3 | 104.7 | 104.3 | 90.1 | 84.0 | | | | | | | |
| PADD 5 | 97.3 | 116.6 | 137.0 | 120.5 | 104.1 | | | | | | | |
| No. 2 Distillate Fuel Oil | | | | | | | | | | | | |
| Sales to End Users, Residential | | | | | | | | | | | | |
| U.S. | 133.4 | 150.6 | 153.9 | 134.5 | 128.6 | | | | | | | |
| PADD 1 | 134.2 | 152.2 | 155.7 | 135.9 | 129.3 | | | | | | | |
| PADD 2 | 126.6 | 140.4 | 140.7 | 120.7 | 118.7 | | | | | | | |
| PADD 3 | NA | NA | NA | NA | 97.0 | | | | | | | |
| PADD 5 | 129.0 | 144.2 | 158.9 | 143.0 | 137.4 | | | | | | | |
| Sales to End Users Through Retail Outlets[1] | | | | | | | | | | | | |
| U.S. | 103.1 | 120.7 | 124.2 | 107.0 | 100.3 | | | | | | | |
| PADD 1 | 106.3 | 125.8 | 131.1 | 114.7 | 105.2 | | | | | | | |
| PADD 2 | 101.8 | 119.6 | 120.5 | 103.8 | 99.5 | | | | | | | |
| PADD 3 | 101.4 | 118.5 | 117.7 | 99.3 | 92.4 | | | | | | | |
| PADD 5 | 104.4 | 118.3 | 130.9 | 111.2 | 102.1 | | | | | | | |
| Sales for Resale | | | | | | | | | | | | |
| U.S. | 90.3 | 108.2 | 104.3 | 86.9 | 80.6 | | | | | | | |
| PADD 1 | 91.1 | 109.5 | 107.4 | 87.6 | 80.7 | | | | | | | |
| PADD 2 | 89.7 | 108.3 | 102.2 | 88.9 | 81.0 | | | | | | | |
| PADD 3 | 89.5 | 106.2 | 98.9 | 83.0 | 78.7 | | | | | | | |
| PADD 5 | 89.9 | 107.3 | 110.6 | 87.5 | 82.2 | | | | | | | |
| Kerosene-Type Jet Fuel | | | | | | | | | | | | |
| Sales to End Users | | | | | | | | | | | | |
| U.S. | 91.5 | 101.6 | 104.5 | 82.4 | 77.4 | | | | | | | |
| PADD 1 | 91.9 | 104.0 | 106.3 | 82.0 | 78.0 | | | | | | | |
| PADD 2 | 91.2 | 101.9 | 106.3 | 85.3 | 81.5 | | | | | | | |
| PADD 3 | 89.3 | 100.9 | 100.7 | 76.8 | 72.9 | | | | | | | |
| PADD 5 | 92.5 | 99.6 | 104.6 | 85.7 | 76.7 | | | | | | | |
| Sales for Resale | | | | | | | | | | | | |
| U.S. | 89.6 | 101.9 | 104.1 | 82.8 | 77.1 | | | | | | | |
| PADD 1 | 92.9 | 107.6 | NA | 84.2 | 80.1 | | | | | | | |
| PADD 2 | 91.5 | 105.2 | 105.0 | 87.2 | 78.6 | | | | | | | |
| PADD 3 | 87.2 | 99.6 | 101.8 | 78.6 | 74.4 | | | | | | | |
| PADD 5 | 91.8 | 101.8 | 107.8 | 88.0 | 78.7 | | | | | | | |
| Residual Fuel Oil | | | | | | | | | | | | |
| Sales to End Users | | | | | | | | | | | | |
| U.S. | 76.0 | 84.4 | 82.2 | 64.6 | NA | | | | | | | |
| Sales for Resale | | | | | | | | | | | | |
| U.S. | 71.4 | 84.1 | 78.0 | 59.9 | 57.3 | | | | | | | |

[1] Includes on-highway diesel fuel only.
NA = Not Available
Source: See page 36.

[E]Data in the column or columns labeled "Initial Estimates" are calculated using prior history of the series as well as present and past values of other related time series, such as spot prices and heating degree-days. For an explanation of estimation methodology, see Appendix A.

## Table 20. Weather Summary, Selected U.S. Cities
(Population Weighted Cooling Degree-Days[1])

Weather data reported in the *Weekly Petroleum Status Report* are taken directly from a computerized system implemented by the National Oceanic and Atmospheric Administration, Department of Commerce. The National Oceanic and Atmospheric Administration (NOAA)/NWS, as a U.S. Government Agency, does not endorse any consumer information services.

The weather for the Nation, as measured by population-weighted cooling degree-days from July 1, 2002, through June 28, 2003, has been 20 percent cooler than last year and 8 percent cooler than normal.

| Location | Current 01/01/03 thru 06/28/03 | Previous 01/01/02 thru 06/28/02 | Normal 01/01 thru 06/28 | Percent Change Current vs. Previous | Percent Change Current vs. Normal |
|---|---|---|---|---|---|
| U.S. Total, Population-Weighted | 345 | 431 | 373 | -20 | -8 |
| Cities | | | | | |
| Albuquerque | 421 | 529 | 350 | -20 | 20 |
| Amarillo | 290 | 548 | 371 | -47 | -22 |
| Asheville | 133 | 232 | 188 | -43 | -29 |
| Atlanta | 432 | 591 | 562 | -27 | -23 |
| Billings | 96 | 109 | 99 | *** | *** |
| Boise | 217 | 248 | 145 | -12 | 50 |
| Boston | 78 | 142 | 161 | -45 | -52 |
| Buffalo | 42 | 126 | 118 | -67 | -64 |
| Cheyenne | 12 | 135 | 34 | *** | *** |
| Chicago | 99 | 276 | 198 | -64 | -50 |
| Cincinnati | 147 | 313 | 301 | -53 | -51 |
| Cleveland | 114 | 237 | 173 | -52 | -34 |
| Columbia,SC | 586 | 784 | 681 | -25 | -14 |
| Denver | 56 | 235 | 94 | *** | *** |
| Des Moines | 236 | 332 | 266 | -29 | -11 |
| Detroit | 101 | 228 | 183 | -56 | -45 |
| Fargo | 90 | 170 | 130 | -47 | -31 |
| Hartford | 103 | 179 | 173 | -42 | -40 |
| Houston | 1,229 | 1,219 | 1,037 | 1 | 19 |
| Jacksonville | 967 | 1,033 | 851 | -6 | 14 |
| Kansas City | 285 | 414 | 358 | -31 | -20 |
| Las Vegas | 1,134 | 1,195 | 1,023 | -5 | 11 |
| Los Angeles | 66 | 51 | 108 | 29 | -39 |
| Memphis | 577 | 743 | 675 | -22 | -15 |
| Miami | 2,038 | 2,033 | 1,811 | 0 | 13 |
| Milwaukee | 60 | 215 | 135 | -72 | -56 |
| Minneapolis | 141 | 230 | 180 | -39 | -22 |
| Montgomery | 764 | 858 | 722 | -11 | 6 |
| New York | 158 | 325 | 255 | -51 | -38 |
| Oklahoma City | 443 | 474 | 519 | -7 | -15 |
| Omaha | 210 | 424 | 287 | -50 | -27 |
| Philadelphia | 220 | 376 | 294 | -41 | -25 |
| Phoenix | 1,595 | 1,794 | 1,372 | -11 | 16 |
| Pittsburgh | 88 | 231 | 185 | -62 | -52 |
| Portland, ME | 41 | 40 | 53 | *** | *** |
| Providence | 71 | 126 | 141 | -44 | -50 |
| Raleigh | 370 | 624 | 440 | -41 | -16 |
| Richmond | 291 | 506 | 382 | -42 | -24 |
| St. Louis | 315 | 520 | 453 | -39 | -30 |
| Salem, OR | 70 | 41 | 28 | *** | *** |
| Salt Lake City | 310 | 296 | 199 | 5 | 56 |
| San Francisco | 58 | 21 | 30 | *** | *** |
| Seattle | 57 | 34 | 22 | *** | *** |
| Shreveport | 842 | 888 | 798 | -5 | 6 |
| Washington, DC | 228 | 495 | 392 | -54 | -42 |

[1]See Glossary.

*** = Normal cooling degree-days or less, or ratio incalculable.

Note:• The total cooling degree-days for the previous cooling season (January 1, 2002 - December 31, 2002) was 1,397 and the normal is 1,192. A new method for calculating heating/cooling degree days was implemented by the Climate Analysis Center in October 1993, with further refinements implemented in November 1993. The routines incorporate 1961-1990 normals supplied by the National Climatic Data Center, and 1990 census data for calculation of population weighted degree days.

# SOURCES

Table 1

- Current Year Data: Estimates based on weekly data collected on Forms EIA-800, -801, -802, -803, and -804, and *Petroleum Supply Monthly*.
- Previous Year Data: Estimates based on EIA, *Petroleum Supply Annual* and EIA, *Petroleum Supply Monthly*.

Table 2

- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*; except for operable capacity for January 2003 which is from the *Petroleum Supply Annual*, 2002.
- Four-Week Averages: Estimates based on weekly data collected on Form EIA-800.

Figure 1

- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*; except for operable capacity for January 2003 which is from the *Petroleum Supply Annual*, 2002.
- Four-Week Averages: Estimates based on weekly data collected on Form EIA-800.

Table 3

- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Week-Ending Stocks: Estimates based on weekly data collected on Forms EIA-800, -801, -802, and -803.

Figure 2

- Data for Ranges and Seasonal Patterns: 1995-2001, EIA, *Petroleum Supply Annual*; 2002, EIA, *Petroleum Supply Monthly*.
- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Week-Ending Stocks: Estimates based on weekly data collected on Forms EIA-800, -801, -802 and -803.

Table 4

- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Week-Ending Stocks: Estimates based on weekly data collected on Forms EIA-800, -801, and -802.

Figure 3

- Data for Ranges and Seasonal Patterns: 1995-2001, EIA, *Petroleum Supply Annual*; 2002, EIA, *Petroleum Supply Monthly*.
- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Week-Ending Stocks: Estimates based on weekly data collected on Forms EIA-800, -801, and -802.

Table 5

- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Week-Ending Stocks: Estimates based on weekly data collected on Forms EIA-800, -801, and -802.

Figure 4

- Data for Ranges and Seasonal Patterns: 1995-2001, EIA, *Petroleum Supply Annual*; 2002, EIA, *Petroleum Supply Monthly*.
- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Week-Ending Stocks: Estimates based on weekly data collected on Forms EIA-800, -801, and -802.

Table 6

- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Week-Ending Stocks: Estimates based on weekly data collected on Forms EIA-800, -801, and -802.

Figure 5

- Data for Ranges and Seasonal Patterns: 1995-2001, EIA, *Petroleum Supply Annual*; 2002, EIA, *Petroleum Supply Monthly*.
- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Week-Ending Stocks: Estimates based on weekly data collected on Forms EIA-800, -801, and -802.

Table 7 and Figure 6

- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Four-Week Averages: Estimates based on weekly data collected on Form EIA-804.

Table 8 and Figure 7

- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Four-Week Averages: Estimates based on weekly data collected on Form EIA-804.

Table 9 and Figure 8

- Monthly Data: 2002, EIA, *Petroleum Supply Annual*; 2003, EIA, *Petroleum Supply Monthly*.
- Four-Week Averages: Estimates based on weekly data collected on Forms EIA-800, -801, -802, -803, and -804.

Table 10

- Estimates based on weekly data collected on Forms EIA-800, -801, - 802, -803, and -804.

Table 11

- Current Year Data: Estimates based on weekly data collected on Forms EIA-800, -801, -802, -803, and -804, and *Petroleum Supply Monthly*.
- Previous Year Data: Estimates based on EIA, *Petroleum Supply Annual* and EIA, *Petroleum Supply Monthly*.

Table 12

- EIA, Office of Energy Markets and End Use, Integrated Energy Statistics Division.
- Platt's Oilgram Price Report.
- Petroleum Intelligence Weekly.
- Oil and Gas Journal.
- Wall Street Journal.
- Oil Market Intelligence.
- Natural Resources Canada
- Petroleum Place (www.petroleumplace.com)

Table 13 and Figures 9 and 10

- Reuters Ltd.

Table 14

- Reuters Ltd.

Table 15 and Figure 11

- Crude Oil Futures: New York Mercantile Exchange (NYMEX), and Products: Reuters Ltd.

Table 16

- Motor Gasoline: Form EIA-878, "Motor Gasoline Price Survey", and On-Highway Diesel: Form EIA-888, "On-Highway Diesel Fuel Price Survey".

Table 17

- Form EIA-878, "Motor Gasoline Price Survey".

Table 18

- Form EIA-888, "On-Highway Diesel Fuel Price Survey".

Figure 12

- Form EIA-878, "Motor Gasoline Price Survey", and Form EIA-888, "On-Highway Diesel Fuel Price Survey".

Table 19

- Monthly data: 2002-2003, EIA, *Petroleum Marketing Monthly*.

## Appendix A

# Explanatory Notes

## Survey Design And Estimation Methods

The data presented in this publication include data collected by the Petroleum Division (PD) on weekly and monthly surveys, and data released by Reuters Ltd. PD data are derived from the Weekly Petroleum Supply Reporting System (WPSRS) which comprises five surveys: the "Weekly Refinery Report" (EIA–800); the "Weekly Bulk Terminal Report" (EIA–801); the "Weekly Product Pipeline Report" (EIA–802); the "Weekly Crude Oil Stocks Report" (EIA–803); and the "Weekly Imports Report" (EIA–804). The EIA weekly reporting system, as part of the Petroleum Supply Reporting System, was designed to collect data similar to those collected monthly. In the WPSRS, selected petroleum companies report weekly data to EIA on crude oil and petroleum product stocks, refinery inputs and production, and crude oil and petroleum product imports. On the Forms EIA–800 through EIA–803, companies report data on a custody basis. On the Form EIA–804, the importer of record reports each shipment entering the United States. Current weekly data and the most recent monthly data are used to estimate the published weekly totals.

PD data contained in this report are derived from 2 weekly telephone surveys and 3 monthly mail surveys. The weekly surveys, EIA-878, "Motor Gasoline Price Survey," and EIA-888, "On-Highway Diesel Fuel Price Survey," provide timely information on national and regional retail prices of gasoline and on-highway diesel fuel. The monthly surveys collect volume weighted price data for crude oil and petroleum products, the EIA-14, "Refiners' Monthly Cost Report," EIA-782A, "Refiners'/Gas Plant Operators' Monthly Petroleum Product Sales Report," and EIA-782B, "Resellers'/Retailers' Monthly Petroleum Product Sales Report." In order to provide a comprehensive summary of current conditions in petroleum markets, spot and futures prices as reported by Reuters Ltd. are also included.

## Sample Frame

### WPSRS Forms: EIA-800 through EIA-804

The sample of companies that report weekly in the WPSRS was selected from the universe of companies that report monthly. All sampled companies report data only for facilities in the 50 States and the District of Columbia. The frame from which the EIA-800 sample is drawn includes all operating and idle petroleum refineries and blending plants in the 50 States and the District of Columbia. The EIA–801 sample frame includes all bulk terminal facilities in the United States and its possessions that have total bulk storage capacity of 50,000 barrels or more, or that receive petroleum products by tanker, barge, or pipeline. The EIA–802 sample frame includes all petroleum product pipeline companies in the 50 States and the District of Columbia that transport refined petroleum products, including interstate, intrastate, and intracompany pipeline movements. Pipeline companies that transport only natural gas liquids are not included in the EIA–802 frame. Only those pipeline companies which transport products covered in the weekly survey are included. The EIA–803 sample frame consists of all companies which carry or store 1,000 barrels or more of crude oil. Included are gathering and trunk pipeline companies (including interstate, intrastate and intracompany pipelines), crude oil producers, terminal operators, storers of crude oil, and companies transporting Alaskan crude oil by water in the 50 States and the District of Columbia. The frame from which the EIA-804 sample is drawn includes importers of record of crude oil and petroleum products into the 50 States and the District of Columbia including imports of petroleum products from Puerto Rico, the Virgin Islands, and other U.S. possessions.

### Form EIA-14

Respondents filing Form EIA-14, "Refiners' Monthly Cost Report," include all refiners of crude oil in the United States, including its territories and possessions. There are currently 70 active respondents to the EIA-14. The list of respondents to the EIA-14 is updated annually by supplementation from the EIA-782A, "Refiners'/Gas Plant Operators' Monthly Petroleum Product Sales Report," and the EIA-810, "Monthly Refinery Report."

### Forms EIA-782A and EIA-782B

The EIA-782A survey consists of a census of respondents who either directly or indirectly control a refinery or gas plant facility. Currently, 113 companies respond to the EIA-782A survey. The EIA-863 data base provides the sampling frame for the EIA-782B survey. The Form EIA-863, "Petroleum Product Sales Identification Survey," was mailed to approximately 22,000 companies in January 1996, in order to collect 1995 State-level sales volume data for No. 2 distillate, residual, and motor gasoline. The No. 2 distillate data were further identified by residential/nonresidential end-use and non-end-use sales, while the residual and motor gasoline data were identified by end-use and non-end-use sales. The mailing list for the EIA-863 survey was constructed by merging and eliminating duplication in the previous frame file and approximately 71 State and commercial lists. Data from the 1995 EIA-821, "Annual Fuel Oil and Kerosene Sales Report," survey were merged with data from the EIA-863 survey to yield a combined file.

### Sampling Designs

The sampling procedure used for the surveys in the WPSRS is the cut-off method. In the cut-off method, companies are ranked from largest to smallest on the basis of the quantities reported during some previous period. Companies are chosen for the sample beginning with the largest and adding companies until the

total sample covers about 90 percent of the total for each item and each geographic region for which weekly data are published.

| | Weekly Form | April 2003 Frame Size | Weekly Sample Size |
|---|---|---|---|
| Refiners (Refineries) | EIA-800 | 263(400) | 74(262) |
| Bulk Terminals | EIA-801 | 242 | 64 |
| Product Pipelines | EIA-802 | 83 | 40 |
| Crude Oil Stock Holders | EIA-803 | 147 | 62 |
| Importers | EIA-804 | 174 | 83 |

The Form EIA-782B is sent to a scientifically selected sample of motor gasoline resellers, and distillate, propane, and residual fuel oil resellers and retailers. The Form EIA-863, "Petroleum Product Sales Identification Survey," served as the basis of the sampling frame of dealers. Information obtained from the Form EIA-863 is supplemented with information from the Form EIA-821, "Annual Fuel Oil and Kerosene Sales Report." The sales volumes obtained from these surveys are used to assign measures of size for sampling. Dealers comprising 5 percent or more of sales in a State were selected with certainty. The remaining units on the frame were each assigned a probability of selection. In this design, the probability was based on the size of the company, as determined by their sales volume, relative to the total for all companies for each geographic area and type-of-sale classification relevant for that company. In addition, a random number between 0 and 1 was assigned to each company. The companies were then ordered by the ratio of the random number minus the random number times the probability to the probability minus the random number times the probability (r-rp)/(p-rp). The first 2,200 companies in this ordering were then selected for the sample. The noncertainty companies were then post-stratified within each geographic/type-of-sale category by their volume. The sample weights, the inverse of the probabilities, were multiplied by the sample expectation adjustment which was the ratio of the sum of the probabilities of selection for all frame units in the stratum to the actual sample size of the stratum.

The geographic areas were defined as (a) the 24 States in which No. 2 distillate was a significant heating source and 50 States and the District of Columbia for residual and motor gasoline, (b) the 25 States in which propane was a significant energy source, or as (c) the PAD Districts for districts where not all State estimates are provided. The type-of-sale classifications were retail and resale for motor gasoline and residual fuel oil, and residential and nonresidential retail and wholesale for distillate and propane. Four volume-of-sales strata (certainty, zero, low, and high) were defined with volume boundaries differing by State, sales type, and product.

The design of the EIA-782B sample was based on ten target variables: total retail motor gasoline, total wholesale motor gasoline, residential No. 2 fuel oil, other retail No. 2 fuel oil, total wholesale No. 2 fuel oil, residential propane, total other retail propane, wholesale propane, total retail residual fuel oil, and total wholesale residual fuel oil. A sample size of 2,200 was expected to yield a median level of accuracy for each target variable of volume coefficients of variation (CV) of 15 percent for No. 2 distillate and 10 percent for the other products, determined at the publishable State level (24 States for distillate, 25 for propane, 50 States and the District of Columbia for motor gasoline and residual). Studies on the relationship of volume CV to price CV have shown that this will produce price CVs of less than 1 percent. The reliability of current month estimates will vary from these goals due to the deterioration of the frame over time and the changing distributions of price and volume.

Prior to March 1997, the sample design was a linked stratified sample. Within each product, sales type, and geographic area, companies were stratified by the size of the company as determined by their sales volumes. The samples resulting from the separate stratification schemes were combined by means of joint linked selection to yield a sample size of approximately 3,500 companies. Prior to October of 1993, the sample design, the survey sample, and the survey form did not include propane. For more detailed information on the EIA-782 surveys, refer to the *Petroleum Marketing Monthly*.

The EIA-878 telephone survey collects price data from a selected sample of 912 retail gasoline outlets. The sample of outlets was designed to yield price estimates for national, PADD, and subdistrict PADD levels of ozone nonattainment and attainment areas, and select cities and states with a 1 cent standard error. Weekly sampling errors may vary from this target. The sample was derived by selecting companies with a probability proportional to size, based on their retail sales of gasoline reported on the EIA-782 monthly survey from November 1996 to October 1997. Once a company was selected, it was contacted to determine the location for each outlet randomly sampled within the outlets owned by the company. Using this location information, outlets were classified by the two fuel formulations. The number of outlets selected within each PADD varied according to expected price variances in each PADD and estimated distributions of outlets.

The EIA-888 telephone survey collects price data from a selected sample of 350 retail on-highway diesel fuel outlets. The sample for the survey was designed to yield price estimates at the PADD, sub-PADD and national level, and for the state of California. A 1 cent standard error was targeted for PADDs 1, 2 and 3, and 1.5 cents for PADDs 4, 5, sub-PADDs 1X, 1Y, 1Z, and the state of California. Standard errors for determining the sample size were estimated using data from the EIA-888 survey. The EIA-888 sample was derived as a probability proportional to size subsample of the respondents from the EIA-782A and EIA-782B sample who reported on-highway diesel fuel sales where the reported volume was the company size. Specific outlets within a company were selected using probability proportional to size sampling according to data provided by the company when initiated to the survey.

## Collection Methods

Survey data for the WPSRS are collected by mail, mailgram, telephone, Telex, facsimile, and electronic transmission on a weekly basis. All canvassed firms must file by 5:00 p.m. on the Monday following the close of the report week, 7:00 a.m. Friday. During the processing week, company corrections of the prior week's data are also entered. Survey data are collected by mail every month for the EIA-14 and EIA-782A, and 782B surveys and weekly by telephone and facsimile for the EIA-878 and EIA-888. It is mandatory for each monthly respondent to submit completed forms to EIA no later than 30 calendar days after the close of each reference month. For the EIA-878 and EIA-888 surveys, data are mostly collected through a Computer Assisted Telephone Interview (CATI) survey processing system on Monday of each week as of 8:00 a.m. local time. If Monday is a holiday, the calls are made on the next business day, however, the Monday price is recorded.

## Data Processing

Data collected through WPSRS and on the EIA-14, EIA-782A and EIA-782B survey forms are received, logged into an automated Survey Control File, keyed and processed through an edit program. Data that fail the edits are resolved through telephone calls to the respondents. Statistical reports, including publication tables, are generated using only acceptable and verified data. Imputation is performed for nonrespondents and for data that fail the edits. Data from the EIA-878 and EIA-888 telephone surveys are received over the telephone and entered on-line at collection time by the interviewer and edited.

## Estimation And Imputation

Survey data gathered from the respondents invariably contain incomplete reporting, nonresponse, and values that fail editing. Imputation for nonrespondents in the WPSRS data base is performed after the company reports have been checked and entered into the system. The imputed values are exponentially smoothed means of recent weekly reported values for this specific company. The imputed values are treated like reported values in the estimation procedure, which calculates ratio estimates of the weekly totals. First, the current week's data for a given product reported by companies in a geographic region are summed. (Call this weekly sum, $W_s$.) Next, the most recent month's data for the product reported by those same companies are summed. (Call this monthly sum, $M_s$.) Finally, let $M_t$ be the sum of most recent month's data for the product as reported by all companies. Then, the current week's ratio estimate for that product for all companies, $W_t$, is given by:

$$W_t = \frac{M_t}{M_s} \cdot W_s$$

This procedure is used directly to estimate total weekly inputs to refineries and production. To estimate stocks of finished products, the preceding procedure is followed separately for refineries, bulk terminals, and pipelines. Total estimates are formed by summing over establishment types.

Weekly imports data are highly variable on a company-by-company basis or a week-by-week basis. Therefore, an exponentially smoothed ratio has been developed. The estimate of total weekly imports is the product of the smoothed ratio and the sum of the weekly reported values and imputed values.

For EIA-782 survey participants, missing data are estimated, or imputed for as follows. First, for all survey units, the previous month's reported value and the previous month's predicted value are weighted together to yield a predicted value for the current month. The sum of the weighted, predicted values for nonrespondents in the current month is then multiplied by a chain link multiplier (the ratio of the sum of the weighted, reported values for respondents in the current month to the sum of the weighted, predicted values for respondents in the current month). The resulting estimate for missing values is then added to the sample weighted reported values. Price estimates are further weighted by reported volumes. See Explanatory Notes in the *Petroleum Marketing Monthly* for the estimation formulas and further explanation.

EIA-878 outlet prices are weighted by the estimated volume per outlet for each formulation and grade of gasoline, and by PADD. EIA-888 outlet prices have a constant weight within a PADD, sub-PADD and the state of California. Average prices are weighted by their respective volume percent of the U.S. volume of retail on-highway diesel fuel sales to derive the national average price.

## Response Rates

The response rate at the close of business on the filing deadline day is about 80 percent for the EIA–800, 75 percent for the EIA–801, 95 percent for the EIA–802, 80 percent for the EIA–803, and greater than 95 percent for the EIA–804. However, more forms are received the next day, bringing the final response rates up. Late respondents are contacted by telephone. Nearly all of the major companies report on time. The response rate for the published estimates is usually between 98 percent and 100 percent.

The response rates on Forms EIA-14, EIA-782A, EIA-878, and EIA-888 are usually 98 to 100 percent, and approximately 88 percent on Form EIA-782B.

## Reliability Of Data

There are two types of errors possible in an estimate based on a sample survey: sampling and nonsampling. Sampling errors occur because observations are made only on a sample, not on the entire population. Non-sampling errors can be attributed to many sources in the collection and processing of data. The accuracy of survey results is determined by the joint effects of sampling and nonsampling errors.

## Measures Of Sampling Variability

Tables showing data from the EIA-782B, EIA-878, and EIA-888 surveys utilize a sample of resellers and retailers and, therefore, have sampling error. The particular sample used for each of the EIA-782B, EIA-878, and EIA-888 surveys is one of a large number of all possible samples that could have been selected using the same design. Estimates derived from the different possible samples would differ from each other. The average of these estimates would be close to the estimate derived from a complete enumeration of the population (a census), assuming that a complete enumeration has the same nonsampling errors as the sample survey. The sampling error, or standard error of the estimate, is a measure of the variability among the estimates from all possible samples of the same size and design and, thus, is a measure of the precision with which an estimate from a particular sample approximates the results of a complete enumeration.

## Nonsampling Errors

Nonsampling errors can be attributed to many sources such as incorrect reporting by respondents, mistakes in recording or coding the data, and other errors of collection, response, coverage, and estimation for missing data.

## Confidentiality

The data contained in this publication are subject to statistical nondisclosure procedures. The objective of the disclosure-avoidance procedures, as stated in the Energy Information Administration Standard 2002-22, "Nondisclosure of Company Identifiable Data in Aggregate Cells," is to ensure that sensitive data cell values are suppressed (i.e., withheld from public release) for the protection of confidential survey data. A sensitive data cell value is one that, if publicly disseminated, may be used to closely estimate the confidential information that an individual survey respondent reported to EIA. Statistics representing data aggregated from fewer than three companies or that are dominated by input from one or two companies are withheld. EIA identifies cells that are sensitive according to these criteria by applying a statistical formula to the data contained in each cell to determine if a few companies "dominate" the cell. If a cell is sensitive, the data in that cell are suppressed and a "W" is placed in the publication cell. Also, since many tables include row or column totals, some nonsensitive data cells have been suppressed to prevent the reader from calculating the suppressed numbers by simply subtracting the published numbers from the total.

## Estimation Of Domestic Crude Oil Production

Monthly data on crude oil production for States are reported to the Department of Energy by State conservation agencies. Data on the volume of crude oil produced on Federally-owned offshore leases are reported by the Minerals Management Service, U.S. Department of the Interior. There is a time lag of approximately 4 months between the end of the reporting month and the time when the monthly crude oil production information becomes available. In order to present more timely crude oil production volumes, the Energy Information Administration prepares weekly crude oil production estimates which are based on historical production patterns and, where available, other data such as pipeline runs from the Alaskan North Slope during the week. These weekly estimates are presented as the weekly and 4-week average crude oil production volumes shown in this publication. Cumulative crude oil production volumes shown in the U.S. Petroleum Balance Sheet include revised estimates published in the *Petroleum Supply Monthly*.

## Estimation Of Exports

Official U.S. exports statistics for crude oil and petroleum products are compiled by the U.S. Bureau of the Census and are published in the *Petroleum Supply Monthly*. The EIA obtains these data on a monthly basis approximately 10 weeks after the close of the reporting month. Beginning with statistics for the first week ending in October 1991, weekly estimates of exports are forecast using an autoregressive integrated moving-average (ARIMA) procedure. The ARIMA procedure models a value as a linear combination of its own past values and present and past values of other related time series. The most recent 5 years of past data are used to obtain the exports forecast. In addition, for the major products and crude oil, 5 years of related price data are used. The price data include some U.S. and some foreign series. Because of the reduction in volume of crude oil exports, and a shift in the country distribution, a new model was implemented on November 2, 2001 to determine the expected volume of crude oil exports.

## Estimation Of Other Oils Stocks

Data are derived by (1) computing an average daily rate of stock change for the minor products for each month based on monthly data for the past 6 years; (2) using this daily rate and the minor stock levels from the most recent monthly publication to estimate the minor product stock level for the current period. Year ago data are interpolated from published monthly stock levels.

## Initial Estimates of Petroleum Prices

The initial estimates are forecasts of U.S. and PADD prices for crude oil and selected petroleum products published in the *Petroleum Marketing Monthly* (PMM) (See Table 19). The initial estimates are published 1-2 months ahead of the normal publication schedule for the *PMM*. The initial estimates are forecasted using an autoregressive integrated moving average (ARIMA) transfer function model. The initial estimate is calculated based on its own past values and present and past values of other related time series, such as spot prices and heating degree-days. At least 5 years of data are used to obtain the forecasts.

One method of forecast evaluation is to compare actual to one month ahead forecast values for a 12 month period. Then, the Average Absolute Differences (AAD) are calculated. This provides a good indicator of the error associated with the forecasts. For the period January 1997 to December 1998, the forecasted values were within 2 cents of the actual value for 85% of the petroleum products and within 30 cents of the actual value for all the crude oil forecasts.

**Table A1. Values of Average Ranges in Inventory Graphs (Million Barrels)**

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Upper Range** | | | | | | | | | | | | |
| Total Petroleum | 1,037.9 | 1,019.5 | 1,029.8 | 1,049.0 | 1,079.2 | 1,084.3 | 1,087.5 | 1,083.1 | 1,084.7 | 1,074.1 | 1,078.0 | 1,040.5 |
| Crude Oil | 323.4 | 322.7 | 335.2 | 343.5 | 343.2 | 334.5 | 331.2 | 325.8 | 319.0 | 325.2 | 328.0 | 315.6 |
| Motor Gasoline | 225.2 | 223.6 | 216.0 | 216.7 | 222.0 | 221.6 | 215.5 | 206.1 | 211.5 | 206.7 | 210.7 | 212.9 |
| Distillate Fuel Oil | 139.8 | 132.2 | 124.2 | 124.3 | 131.4 | 135.3 | 141.9 | 145.9 | 150.0 | 148.0 | 152.5 | 149.6 |
| Residual Fuel Oil | 41.4 | 39.8 | 40.5 | 40.4 | 40.8 | 41.5 | 39.7 | 40.8 | 40.8 | 40.5 | 42.3 | 42.3 |
| **Lower Range** | | | | | | | | | | | | |
| Total Petroleum | 935.5 | 917.1 | 927.4 | 946.6 | 976.8 | 981.9 | 985.1 | 980.7 | 982.3 | 971.7 | 975.6 | 938.1 |
| Crude Oil | 287.9 | 287.2 | 299.7 | 307.9 | 307.6 | 299.0 | 295.6 | 290.3 | 283.5 | 289.7 | 292.5 | 280.0 |
| Motor Gasoline | 212.7 | 211.0 | 203.5 | 204.1 | 209.5 | 209.1 | 203.0 | 193.5 | 199.0 | 194.2 | 198.2 | 200.3 |
| Distillate Fuel Oil | 114.7 | 107.1 | 99.1 | 99.2 | 106.3 | 110.3 | 116.8 | 120.9 | 125.0 | 122.9 | 127.4 | 124.6 |
| Residual Fuel Oil | 36.1 | 34.5 | 35.2 | 35.1 | 35.5 | 36.2 | 34.4 | 35.5 | 35.5 | 35.2 | 37.0 | 37.0 |

## Data Assessment

The principal objective of the Petroleum Supply Reporting System is to provide an accurate picture of petroleum industry activities and of the availability of petroleum products nationwide from primary distribution channels. The weekly data, which are based on sample estimates stemming largely from preliminary company data, serve as leading indicators of the monthly data. The weekly data are not expected to have the same level of accuracy as the preliminary monthly data when compared with final monthly data. However, the weekly data are expected to exhibit like trends and product flows characteristic of the preliminary and final monthly data.

To assess the accuracy of weekly statistics, monthly estimates derived from weekly estimates are compared with the final monthly aggregates published in the *Petroleum Supply Annual*. Although final monthly data are still subject to error, they have been thoroughly reviewed and edited, they reflect all revisions made during the year and they are considered to be the most accurate data available. The mean absolute percent error provides a measure of the average revisions relative to the aggregates being measured for a variable. The mean absolute percent error for 2001 weekly data was less than 2 percent for 25 of the 61 major petroleum variables analyzed. Many of the variables with mean absolute percent errors of 2 percent or more were for refined products imports series. The mean absolute percent error for total weekly refined products imports was 8.63 percent for 2001. It should be noted that products imports data are highly variable and cannot be estimated from a sample with the same precision as other petroleum variables. Weekly estimates for refined products imports are almost always low because small companies, which are not in the weekly sample, generally import large volumes of finished products only a few times during the year.

An analytical article, "Accuracy of Petroleum Supply Data," which assesses the differences between preliminary and final data on the 61 major petroleum variables, is published in the *Petroleum Supply Monthly* once each year.

## Interpretation And Derivation Of Average Inventory Levels

The national inventory (stocks) graphs for total petroleum products, crude oil, motor gasoline, distillate fuel oil, and residual fuel oil in this publication include features to assist in comparing current inventory levels with past inventory levels and with judgments of critical levels. Methods used in developing the average inventory levels and lower operational inventory are described below.

### Average Inventory Levels

The charts displaying inventory levels of crude oil and petroleum products (p.7), crude oil (p.7), motor gasoline (p.9), distillate fuel oil (p.11), and residual fuel oil (p.13) provide the reader with actual inventory data compared to an "average range" for the most recent 5-year period running from January through December or from July through June. The ranges also reflect seasonal variation for the past 7 years. The seasonal factors, which determine the shape of the upper and lower curves, are estimated with a seasonal adjustment technique developed at the Bureau of Census (Census X–11). The seasonal factors are assumed to be stable (i.e., the same seasonal factor is used for each January during the 7-year period) and additive (i.e., the

series is deseasonalized by subtracting the seasonal factor for the appropriate month from the reported inventory levels). The intent of deseasonalization is to remove only annual variation from the data. Thus, deseasonalized series would contain the same trends, cyclical components, and irregularities as the original data. The seasonal factors are updated annually in October, using the 7 most recent years' final monthly data. The seasonal factors are used to deseasonalize data from the most recent 5-year period (January-December or July-June) in order to determine a deseasonalized average band. The average of the deseasonalized 60-month series is the midpoint of the band, and two standard deviations of the series (adjusting first for extreme points) is its width. When the seasonal factors are added back in (the upper curve is the midpoint plus one standard deviation plus the seasonal factor, and the lower curve is the midpoint minus one standard deviation plus the seasonal factor), the "average range" shown on the graphs reflects the actual data. The ranges are updated every 6 months in April and October (Table A1).

### Lower Operational Inventory

The lines labeled "lower operational inventory" on the stock graphs are the lower end of the demonstrated operational inventory range updated for known and definable changes in the petroleum delivery system.

## Calculation of World Oil Price

The weighted average international price of oil, shown in the "Highlights" on page 1 and on page 22, is an average calculated using specific crude oil prices weighted by the estimated crude oil export volume for each oil-producing country. To develop the table shown on page 22, a list of major oil producing/exporting countries was chosen. For each country, the contract selling price of one or more representative crude oils was determined by investigating a number of industry publications (i.e., "Oil Buyers' Guide", "Platt's Oilgram Price Report", "Petroleum Intelligence Weekly", and "Weekly Petroleum Argus") and by contacting oil market analysts. Then, the appropriate crude oil volumes to be used as weighting factors for each country were determined. These volumes are estimates based on a number of sources which provide data on production, consumption, and exports for these countries. Export volumes for a number of smaller producing/exporting countries, not listed in the table, are included in the weighting factors. After the export volumes had been determined, simple mathematical weighted averages were calculated to arrive at the "Total OPEC," "Total Non-OPEC," and "Total World" prices. The average United States (FOB) import price is derived by the same basic procedure as the world oil price, that is, taking the representative contract crude oil price of a specific crude oil from a particular country and weighting this price by a certain volume of crude oil. In this case, the weighting factors are the volumes of crude oil imported into the U.S. from pertinent countries. Import volumes from a number of smaller producing/exporting countries, not listed in the table, are included in the weighting factors. Both the import and export volumes are preliminary. Due to their origin, these estimates cannot be fully verified. These volumes are updated monthly, or more frequently when changes in oil market conditions make updating appropriate.

## Technical Notes

### Note 1

Areas requiring reformulated gasoline may change over time due to either the ozone non-attainment status of an area being re-designated by the EPA, a state opting an area in or out of an EPA clean fuel program, or a state adopting its own specific clean fuel program for an area and/or the entire state. EIA re-classifies the outlets reporting retail motor gasoline prices each time an area opts in or out of a reformulated gasoline program. The map on page 43 shows the areas requiring the sale of reformulated gasoline as of June 1, 2001.

### Note 2

The spot prices that are shown in Tables 13 and 14 are calculated by taking an unweighted average of the daily closing spot prices for a given product over a specified time period, such as a week or month.

### Note 3

The trans-Atlantic petroleum product price differentials shown in Figure 10 compare spot product prices at New York Harbor (NYH) and Amsterdam/Rotterdam/Antwerp (ARA). This comparison shows the potential for arbitrage, i.e., the shipment of product across the Atlantic to take advantage of higher profit opportunities in a foreign market. The flow of product is typically toward New York, and generally requires a minimum sustained differential of about 3 to 5 cents per gallon to cover the cost of transportation.

### Note 4

The futures prices shown in Table 15 are the official daily closing prices at 3:10 p.m. from the trading floor of the New York Mercantile Exchange (NYMEX) for a specific delivery month for each product listed in Table 15.

### Note 5

The futures price differentials shown in Figure 11 show the market premium for the first NYMEX delivery month contract over the second. For example, the data for September show the difference between October and November futures contract prices for crude oil and petroleum products, indicating the relative values placed by markets on commodities to be delivered during those two months. This differential, if negative and large enough, provides incentive for refiners and traders to hold product in storage, and if positive, to defer purchases until some future point in time.

# Gasoline Formulations Required by Area as of June 1, 2001


Source: U.S. Environmental Protection Agency and State environmental offices.

## Appendix B

# EIA-819M
# Monthly Oxygenate Telephone Report

The 819M, "Monthly Oxygenate Telephone Report," provides production data and preliminary stock data for fuel ethanol and methyl tertiary butyl ether (MTBE) in the United States and major U.S. geographic regions. These data have been published in the *Weekly Petroleum Status Report* (WPSR) and the *Petroleum Supply Monthly* (PSM) since March 1992.

Data are collected from a sample of respondents reporting on the Monthly Petroleum Supply Reporting System surveys. Final data on production and stocks of fuel ethanol and MTBE are presented in the Detailed Statistics section of the *PSM* beginning with the March 1993 issue. The quantity of oxygenates blended into motor gasoline previously published in this appendix is now presented in the Highlights section of the *PSM*.

**Table B1. U.S. Summary Table, May 2003**

| Products | May 2003 | | April 2003 | | Year-to-Date | |
|---|---|---|---|---|---|---|
| | Thousand Barrels | Thousand Barrels per Day | Thousand Barrels | Thousand Barrels per Day | Thousand Barrels | Thousand Barrels per Day |
| **Fuel Ethanol** | | | | | | |
| Production | 5,426 | 175 | 5,384 | 179 | 26,472 | 175 |
| Stocks | 6,695 | — | 6,704 | — | — | — |
| **MTBE** | | | | | | |
| Production | 6,010 | 194 | 6,244 | 208 | 27,826 | 184 |
| Stocks | 6,676 | — | 5,609 | — | — | — |

R = Revised data.
Source: Energy Information Administration (EIA) Form EIA-819M, "Monthly Oxygenate Telephone Report. "

## Table B2. Monthly Fuel Ethanol Production and Stocks by Petroleum Administration for Defense Districts (PADD)

(Thousand Barrels per Day, Except Where Noted)

| District/Year | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total U.S.** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | 135 | 122 | 128 | 126 | 129 | 123 | 128 | 136 | 145 | 159 | 166 | 176 |
| 2003 | 177 | 169 | 175 | 179 | 175 | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | 4,627 | 4,613 | 5,192 | 5,590 | 5,728 | 5,962 | 5,883 | 6,029 | 6,231 | 6,350 | 5,871 | 6,176 |
| 2003 | 6,680 | 5,841 | 6,783 | 6,704 | 6,695 | | | | | | | |
| **East Coast (PADD I)** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | W | W | W | W | W | W | W | W | W | W | W | W |
| 2003 | W | W | W | W | W | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | 322 | 340 | 308 | 390 | 430 | 490 | 487 | 500 | 508 | 505 | 427 | 385 |
| 2003 | 437 | 363 | 348 | 293 | 359 | | | | | | | |
| **Midwest (PADD II)** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | 133 | 120 | 126 | 125 | 128 | 123 | 127 | 135 | 144 | 159 | 165 | 175 |
| 2003 | 177 | 169 | 175 | 179 | 175 | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | 2,890 | 2,932 | 3,416 | 3,615 | 3,703 | 3,642 | 3,524 | 3,553 | 3,600 | 3,682 | 3,371 | 3,487 |
| 2003 | 4,007 | 3,295 | 3,651 | 3,643 | 3,662 | | | | | | | |
| **Gulf Coast (PADD III)** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | W | W | W | W | W | W | W | W | W | W | W | W |
| 2003 | W | W | W | W | W | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | 887 | 912 | 1,156 | 1,265 | 1,279 | 1,398 | 1,408 | 1,452 | 1,529 | 1,594 | 1,352 | 1,276 |
| 2003 | 1,176 | 1,234 | 1,663 | 1,517 | 1,598 | | | | | | | |
| **Rocky Mountain (PADD IV)** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | W | W | W | W | W | W | W | W | W | W | W | W |
| 2003 | W | W | W | W | W | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | 127 | 119 | 97 | 89 | 65 | 122 | 140 | 167 | 186 | 203 | 167 | 157 |
| 2003 | 131 | 89 | 92 | 117 | 121 | | | | | | | |
| **West Coast (PADD V)** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | W | W | W | W | W | W | W | W | W | W | W | W |
| 2003 | W | W | W | W | W | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | 400 | 310 | 215 | 230 | 251 | 310 | 323 | 357 | 407 | 365 | 555 | 872 |
| 2003 | 929 | 860 | 1,028 | 1,134 | 956 | | | | | | | |

R = Revised data.
W = Withheld to avoid disclosure of individual company data.
Note: • Geographic coverage is the 50 States and the District of Columbia. • Totals may not equal sum of components due to independent rounding.
Source: Energy Information Administration (EIA) Form EIA-819M, "Monthly Oxygenate Telephone Report. "

## Table B3. Monthly Methyl Tertiary Butyl Ether (MTBE) Production, and Stocks by Petroleum Administration for Defense Districts (PADD)

(Thousand Barrels per Day, Except Where Noted)

| District/Months | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total U.S.** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | 180 | 173 | 197 | 221 | 230 | 232 | 211 | 210 | 204 | 189 | 198 | 206 |
| 2003 | 170 | 167 | 181 | 208 | 194 | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | 8,604 | 8,345 | 7,485 | 7,206 | 7,474 | 7,943 | 7,494 | 6,663 | 5,916 | 5,563 | 6,409 | 4,992 |
| 2003 | 5,775 | 6,208 | 7,173 | 5,609 | 6,676 | | | | | | | |
| **East Coast (PADD I)** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | W | W | W | W | W | W | W | W | W | W | W | W |
| 2003 | W | W | W | W | W | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | 2,414 | 2,026 | 1,474 | 1,717 | 1,249 | 1,752 | 1,581 | 1,484 | 1,073 | 1,128 | 1,474 | 1,500 |
| 2003 | 1,432 | 1,582 | 1,780 | 1,693 | 1,753 | | | | | | | |
| **Midwest (PADD II)** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | W | W | W | W | W | W | W | W | W | W | W | W |
| 2003 | W | W | W | W | W | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | W | W | W | W | W | W | W | W | W | W | W | W |
| 2003 | W | W | W | W | W | | | | | | | |
| **Gulf Coast (PADD III)** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | 157 | 152 | 174 | 197 | 207 | 204 | 188 | 186 | 181 | 169 | 179 | 188 |
| 2003 | 158 | 152 | 168 | 196 | 181 | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | 3,215 | 3,459 | 4,119 | 3,646 | 3,777 | 3,900 | 3,002 | 2,810 | 2,639 | 2,456 | 2,321 | 2,443 |
| 2003 | 3,031 | 3,612 | 4,847 | 3,506 | 4,295 | | | | | | | |
| **Rocky Mountain (PADD IV)** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | W | W | W | W | W | W | W | W | W | W | W | W |
| 2003 | W | W | W | W | W | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | W | W | W | W | W | W | W | W | W | W | W | W |
| 2003 | W | W | W | W | W | | | | | | | |
| **West Coast (PADD V)** | | | | | | | | | | | | |
| **Production** | | | | | | | | | | | | |
| 2002 | W | W | W | W | W | W | W | W | W | W | W | W |
| 2003 | W | W | W | W | W | | | | | | | |
| **Stocks (thous. bbls.)** | | | | | | | | | | | | |
| 2002 | 2,756 | 2,644 | 1,712 | 1,713 | 2,302 | 2,207 | 2,849 | 2,308 | 2,093 | 1,904 | 2,485 | 972 |
| 2003 | 1,276 | 963 | 496 | 357 | 567 | | | | | | | |

R = Revised data.
W = Withheld to avoid disclosure of individual company data.
Note: • Geographic coverage is the 50 States and the District of Columbia. • Totals may not equal sum of components due to independent rounding.
Source: Energy Information Administration (EIA) Form EIA-819M, "Monthly Oxygenate Telephone Report."

# Form EIA-819M Monthly Oxygenate Report Explanatory Notes

## Background

Beginning November 1992, the Clean Air Act Amendments of 1990 required that all gasoline sold in carbon monoxide nonattainment areas have an oxygen content of 2.7 percent (by weight) during wintertime months. Beginning in 1995 further requirements are that only reformulated gasoline having an average oxygen content of 2.0 percent be sold in the nine worst ozone nonattainment areas.

In 1992, the Energy Information Administration (EIA) conducted a frame identifier survey of companies that produce, blend, store, or import oxygenates. The purpose of this survey was to (1) identify all U.S. producers, blenders, storers, and importers of oxygenates; and (2) collect supply, and blending data for January - June, 1992 inventory data on those oxygenates blended into motor gasoline.

## Overview

In order to continue to provide relevant information about U.S. and regional gasoline supply, the EIA has begun an oxygenate data collection program. The Form EIA-819M, "Monthly Oxygenate Telephone Report" collects information on oxygenate production and stocks by Petroleum Administration for Defense Districts (PADD's). Data are aggregated and presented on Tables B1-B3 of this appendix as follows:

**Table B1. U.S. Summary Table, Current Month**

**Table B2. Monthly Fuel Ethanol Production and Stocks, by PADD**

**Table B3. Monthly Methyl Tertiary Butyl Ether (MTBE) Production and Stocks, by PADD**

All data are displayed in thousand barrels (42 U.S. Gallons per Barrel) or thousand barrels per day.

## Collection Methods

Data for the EIA-819M survey are collected beginning on the fifth working day of each month. Information is solicited by telephone or can be transmitted to the EIA by facsimile. Receipt of the data is monitored using an automated respondent mailing list. Additional follow-up telephone calls are made to nonrespondents prior to the publication deadline.

## Sample Frame

The sample of companies that report on the Form EIA-819M was selected from the universe of companies that reported on Forms EIA-810, 811 and 812. The universe consisted of (1) operators of facilities that produce (manufacture or distill) oxygenates (including MTBE plants, petrochemical plants, and refineries that produce oxygenates as part of their operations); (2) operators of petroleum refineries; and (3) operators of bulk terminals, bulk stations, blending plants, and other non-refinery facilities that store and/or blend oxygenates.

## Sampling

The sampling procedure used for the survey form EIA-819M is the cut-off method and was performed using software developed by the EIA's Office of Statistical Standards. In the cut-off method, companies are ranked from largest to smallest on the basis of quantities reported (oxygenate production and oxygenate stocks). The frame is updated annually. Companies are chosen for the sample beginning with the largest and adding companies until the total sample covers approximately 90 percent of the total for each oxygenate item and supply type by geographic region (PAD Districts I through V) for which data may be published.

## Frames Maintenance

The Petroleum Division (PD) maintains complete lists of respondents to its monthly surveys. Each survey has a list of companies and facilities required to submit petroleum activity data. This list is known as the survey frame. Frame maintenance procedures are used to monitor the status of petroleum companies and facilities currently contained in each survey frame as well as to identify new members to be added to the frame. As a result, all known petroleum supply organizations falling within the definition of "Who Must Submit" participate in the frames survey.

The activities for frames maintenance are conducted within two time frames: monthly and annually. Monthly frames maintenance procedures for the EIA-819M focus on examining several frequently published industry periodicals that report changes in status (births, deaths, sales, and acquisitions) of petroleum facilities producing, transporting, importing, and/or storing crude oil and petroleum products. These sources are augmented by articles in newspapers, letters from respondents indicating changes in status, and information received from survey systems operated by other offices. Survey managers review these sources to monitor changes in company operations and to develop lists of potential respondents. These activities assure coverage of the reporting universe and maintain accurate facility information on addresses and ownership.

To supplement monthly frames maintenance activities and to provide more comprehensive coverage, the PD conducts an annual frames investigation. This annual evaluation results in the reassessment and recompilation of the complete frame.

## Quality Control and Data Revision

### Quality Control

Survey forms are periodically reviewed for completeness, meaningfulness, and clarity. Modifications are made, when needed, to maintain efficient measure of the intended data items and to track product movement accurately throughout the industry. Through this process, the EIA can maintain consistency among forms, minimize respondent burden, and eliminate ambiguity.

Response error, the difference between the true value and the value reported on the survey form, is the major factor affecting the accuracy of Petroleum Supply Reporting System data. Among the causes of response error are data entry error, error due to misunderstanding of what is to be reported, and error due to the use of preliminary data when final data are not available. Errors can also be introduced during data processing by transcribing the wrong number or putting it in the wrong cell.

To help detect and minimize reporting errors, automated editing procedures are used to check current data for consistency with past data as well as for internal consistency. Flagged data are thoroughly checked before being aggregated into the published total.

The 819M oxygenate data serve as leading indicators of the oxygenate data which are published in the *Petroleum Supply Monthly*. To assess the accuracy of the 819M statistics, data are compared with the monthly aggregate data reported on EIA-810, 811 and 812 surveys.

### Response Rate

The response rate is usually 98 to 100 percent. Chronic nonrespondents and late filing respondents are contacted by telephone or in writing and reminded of their requirement to report. Companies that file late or fail to file are subject to criminal fines, civil penalties, and other sanctions as provided by Section 13(i) of the Federal Energy Administration (FEA) Act.

### Resubmissions

Resubmissions are any changes to the originally submitted data that were either requested by the EIA or initiated by the repondent. If the resubmissions change a published aggregate by more than 5 percent, a revised number accompanied by an "R" is published in the next issue of the *WPSR*. Such revisions occur only rarely.

## Data Imputation and Estimation

In any survey, nonresponse can be a major concern because the effects can cause serious bias in survey results. Nonresponse occurs whenever requested information is not obtained from all units in a survey. The EIA-819M has a very high response rate. Whenever survey responses are not received in time to be included in published statistics, the data are imputed. Although imputing for missing data may not eliminate the total error associated with nonresponse, it can serve to reduce the error. The data reported in the previous month are used as imputed values for missing data.

After the data files have been edited and corrected, aggregation is done for production and stocks by each geographic region. Estimation factors (universe total divided by sampled total), which are derived from the previous year's data, are applied to each cell to generate a sampling frame total for the current time period.

When new companies come on line during the year, their data cannot be added to the sample since there is no benchmark data for them. In order to portray more accurately total oxygenate activity, these data are included in a certainty strata which is then added to the sampling frame total.

## Confidentiality

The Office of Legal Counsel of the Department of Justice concluded on March 20, 1991, that the Federal Energy Administration Act requires the EIA to provide company-specific data to the Department of Justice, or to any other Federal agency when requested for official use, which may include enforcement of Federal law. The information contained on this form may also be made available, upon request, to another component of the Department of Energy (DOE), to any Committee of Congress, the General Accounting Office, or other Congressional agencies authorized by law to receive such information. A court of competent jurisdiction may obtain this information in response to an order.

The information contained on this form will be kept confidential and not disclosed to the public to the extent that it satisfies the criteria for exemption under the Freedom of Information Act (FOIA), 5 U.S.C. 552, the DOE regulations, 10 C.F.R. 1004.11, implementing the FOIA, and the Trade Secrets Act, 18 U.S.C. 1905.

Upon receipt of a request for this information under the FOIA, the DOE shall make a final determination whether the information is exempt from disclosure in accordance with the procedures and criteria provided in the regulations. To assist us in the determination, respondents should demonstrate to the DOE that for example, their information contains trade secrets or commercial or financial information whose release would be likely to cause substantial harm to their company's competitive position. A letter accompanying the submission that explains (on an element-by-element basis) the reasons why the information would be likely to cause the respondent substantial competitive harm if released to the public would aid in this determination. A new justification does not need to be provided each time information is submitted on the form, if the company has previously submitted a justification for that information and the justification has not changed.

## Appendix C

# EIA-807 Weekly Propane Report Summary

**Table C1. Monthly and Weekly Net Production, Imports, and Stocks of Propane/Propylene by Petroleum Administration for Defense Districts (PADD) 1, 2, and 3**

(Thousand Barrels per Day, Except Where Noted)

| District/Year | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total U.S.** | | | | | | | | | | | | |
| **Net Production [a]** | | | | | | | | | | | | |
| 2001 | 957 | 1048 | 1072 | 1110 | 1121 | 1093 | 1102 | 1111 | 1146 | 1138 | 1135 | 1104 |
| 2002 | 1082 | 1114 | 1111 | 1135 | 1159 | 1133 | 1137 | 1142 | 1091 | 1080 | 1143 | 1127 |
| 2003 | 1063 | 1068 | 1061 | 1080 | | | | | | | | |
| **Imports** | | | | | | | | | | | | |
| 2001 | 312 | 222 | 151 | 105 | 80 | 103 | 92 | 95 | 92 | 146 | 175 | 176 |
| 2002 | 201 | 179 | 147 | 157 | 87 | 101 | 120 | 116 | 131 | 144 | 170 | 193 |
| 2003 | 161 | 176 | 124 | 94 | | | | | | | | |
| **Stocks (Million Barrels)** | | | | | | | | | | | | |
| 2001 | 29.4 | 25.1 | 24.3 | 31.3 | 43.4 | 53.9 | 59.7 | 65.5 | 67.1 | 68.2 | 70.3 | 65.8 |
| 2002 | 53.5 | 42.6 | 39.3 | 45.9 | 50.8 | 58.3 | 64.2 | 68.2 | 70.6 | 65.1 | 61.8 | 52.6 |
| 2003 | 33.9 | 22.1 | 21.6 | 23.7 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| U.S. Total | E 23.5 | E 26.8 | E 28.9 | E 30.4 | E 33.2 | E 36.1 | E 39.7 | E 42.6 | E 44.3 | | | |
| Propylene (Nonfuel use) | | | | | | | | | | | | |
| PADD 1, 2, and 3 | E 1.4 | E 1.5 | E 1.7 | E 1.9 | E 2.0 | E 2.3 | E 2.2 | E 2.7 | E 2.6 | | | |
| **East Coast (PADD 1)** | | | | | | | | | | | | |
| **Net Production [a]** | | | | | | | | | | | | |
| 2001 | 63 | 63 | 56 | 61 | 61 | 58 | 55 | 50 | 56 | 61 | 63 | 57 |
| 2002 | 62 | 65 | 63 | 61 | 62 | 59 | 58 | 52 | 52 | 61 | 60 | 61 |
| 2003 | 56 | 53 | 54 | 60 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 61 | E 59 | E 59 | E 61 | E 59 | E 65 | E 67 | E 66 | E 64 | | | |
| **Imports** | | | | | | | | | | | | |
| 2001 | 80 | 86 | 51 | 34 | 7 | 27 | 18 | 17 | 18 | 26 | 37 | 41 |
| 2002 | 47 | 47 | 30 | 35 | 5 | 18 | 17 | 5 | 31 | 8 | 27 | 42 |
| 2003 | 18 | 57 | 39 | 25 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 7 | E 64 | E 6 | E 4 | E 63 | E 28 | E 4 | E 3 | E 3 | | | |
| **Stocks (Million Barrels)** | | | | | | | | | | | | |
| 2001 | 2.7 | 3.2 | 2.4 | 2.8 | 3.5 | 4.4 | 4.7 | 4.5 | 4.9 | 5.0 | 5.3 | 5.9 |
| 2002 | 4.5 | 4.2 | 4.3 | 4.4 | 4.3 | 4.9 | 5.6 | 5.8 | 6.3 | 5.8 | 5.5 | 4.7 |
| 2003 | 2.1 | 1.8 | 2.2 | 2.8 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 3.0 | E 3.9 | E 3.9 | E 3.9 | E 4.4 | E 4.4 | E 4.4 | E 4.4 | E 4.4 | | | |

See footnotes at end of table.

## Table C1. Monthly and Weekly Net Production, Imports, and Stocks of Propane/Propylene by Petroleum Administration for Defense Districts (PADD) 1, 2, and 3 (Continued)

(Thousand Barrels per Day, Except Where Noted)

| District/Year | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **New England (PADD 1A)** | | | | | | | | | | | | |
| **Net Production [a]** | | | | | | | | | | | | |
| 2001 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2002 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2003 | 0 | 0 | 0 | 0 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 0 | E 0 | E 0 | E 0 | E 0 | E 0 | E 0 | E 0 | E 0 | | | |
| **Imports** | | | | | | | | | | | | |
| 2001 | 29 | 32 | 28 | 16 | 3 | 5 | 14 | 1 | 10 | 1 | 15 | 26 |
| 2002 | 13 | 14 | 21 | 15 | 3 | 3 | 16 | 3 | 11 | 3 | 16 | 16 |
| 2003 | 6 | 33 | 16 | 15 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 2 | E 2 | E 2 | E 1 | E 61 | E 1 | E 1 | E 1 | E 1 | | | |
| **Stocks (Million Barrels)** | | | | | | | | | | | | |
| 2001 | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 | 0.6 | 0.8 | 0.5 | 0.5 | 0.4 | 0.5 | 0.9 |
| 2002 | 0.3 | 0.4 | 0.6 | 0.6 | 0.4 | 0.2 | 0.9 | 0.8 | 1.0 | 0.8 | 0.8 | 0.9 |
| 2003 | 0.1 | 0.3 | 0.3 | 0.4 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 0.4 | E 0.7 | E 0.7 | E 0.6 | E 1.0 | E 0.9 | E 0.9 | E 0.8 | E 0.7 | | | |
| **Central Atlantic (PADD 1B)** | | | | | | | | | | | | |
| **Net Production [a]** | | | | | | | | | | | | |
| 2001 | 51 | 51 | 47 | 50 | 51 | 47 | 44 | 39 | 44 | 48 | 51 | 46 |
| 2002 | 51 | 53 | 52 | 52 | 52 | 48 | 47 | 41 | 41 | 50 | 48 | 49 |
| 2003 | 47 | 43 | 43 | 50 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 55 | E 53 | E 53 | E 55 | E 53 | E 59 | E 61 | E 60 | E 61 | | | |
| **Imports** | | | | | | | | | | | | |
| 2001 | 32 | 22 | 23 | 13 | 4 | 3 | 4 | 4 | 8 | 8 | 15 | 9 |
| 2002 | 25 | 14 | 5 | 3 | 3 | 2 | 2 | 2 | 7 | 5 | 6 | 10 |
| 2003 | 12 | 12 | 7 | 4 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 5 | E 4 | E 4 | E 2 | E 1 | E 2 | E 2 | E 1 | E 2 | | | |
| **Stocks (Million Barrels)** | | | | | | | | | | | | |
| 2001 | 1.0 | 0.9 | 0.5 | 0.8 | 1.2 | 1.5 | 1.7 | 1.8 | 2.1 | 1.8 | 1.9 | 2.2 |
| 2002 | 1.8 | 1.8 | 1.7 | 1.5 | 1.7 | 2.1 | 2.3 | 2.6 | 2.5 | 2.3 | 2.0 | 1.3 |
| 2003 | 0.8 | 0.6 | 0.8 | 1.1 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 1.2 | E 1.2 | E 1.2 | E 1.2 | E 1.3 | E 1.4 | E 1.3 | E 1.4 | E 1.4 | | | |

See footnotes at end of table.

## Table C1. Monthly and Weekly Net Production, Imports, and Stocks of Propane/Propylene by Petroleum Administration for Defense Districts (PADD) 1, 2, and 3 (Continued)

(Thousand Barrels per Day, Except Where Noted)

| District/Year | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Lower Atlantic (PADD 1C)** | | | | | | | | | | | | |
| **Net Production** [a] | | | | | | | | | | | | |
| 2001 | 11 | 11 | 10 | 11 | 10 | 11 | 11 | 11 | 12 | 12 | 12 | 12 |
| 2002 | 11 | 11 | 11 | 10 | 11 | 10 | 11 | 11 | 11 | 11 | 12 | 11 |
| 2003 | 9 | 11 | 11 | 10 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 6 | E 6 | E 6 | E 6 | E 5 | E 6 | E 6 | E 6 | E 3 | | | |
| **Imports** | | | | | | | | | | | | |
| 2001 | 19 | 31 | 0 | 5 | 0 | 19 | 0 | 13 | 0 | 17 | 7 | 6 |
| 2002 | 9 | 19 | 4 | 18 | 0 | 13 | 0 | 0 | 13 | 0 | 5 | 16 |
| 2003 | 0 | 12 | 16 | 5 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 0 | E 58 | E 0 | E 1 | E 1 | E 25 | E 1 | E 1 | E 0 | | | |
| **Stocks (Million Barrels)** | | | | | | | | | | | | |
| 2001 | 1.4 | 1.9 | 1.4 | 1.5 | 1.8 | 2.3 | 2.2 | 2.1 | 2.3 | 2.8 | 2.8 | 2.8 |
| 2002 | 2.5 | 2.0 | 2.0 | 2.3 | 2.2 | 2.6 | 2.4 | 2.5 | 2.8 | 2.8 | 2.7 | 2.4 |
| 2003 | 1.2 | 0.9 | 1.2 | 1.2 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 1.4 | E 1.9 | E 2.0 | E 2.0 | E 2.1 | E 2.2 | E 2.2 | E 2.3 | E 2.3 | | | |
| **Midwest (PADD 2)** | | | | | | | | | | | | |
| **Net Production** [a] | | | | | | | | | | | | |
| 2001 | 186 | 217 | 211 | 222 | 225 | 224 | 218 | 216 | 222 | 211 | 212 | 206 |
| 2002 | 212 | 216 | 209 | 223 | 223 | 221 | 216 | 218 | 211 | 212 | 218 | 207 |
| 2003 | 206 | 203 | 188 | 206 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 232 | E 222 | E 228 | E 205 | E 223 | E 252 | E 203 | E 206 | E 212 | | | |
| **Imports** | | | | | | | | | | | | |
| 2001 | 139 | 102 | 82 | 47 | 34 | 57 | 67 | 70 | 63 | 111 | 123 | 115 |
| 2002 | 134 | 117 | 106 | 117 | 79 | 73 | 98 | 105 | 94 | 129 | 134 | 142 |
| 2003 | 134 | 112 | 74 | 48 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 50 | E 65 | E 44 | E 37 | E 40 | E 43 | E 51 | E 72 | E 39 | | | |
| **Stocks (Million Barrels)** | | | | | | | | | | | | |
| 2001 | 10.4 | 7.3 | 6.1 | 9.0 | 12.9 | 17.4 | 21.2 | 24.2 | 25.7 | 24.9 | 27.0 | 25.7 |
| 2002 | 21.5 | 17.6 | 13.8 | 16.4 | 18.4 | 20.4 | 21.8 | 24.2 | 25.4 | 23.2 | 22.2 | 19.2 |
| 2003 | 13.2 | 7.6 | 6.5 | 6.4 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 7.4 | E 8.2 | E 8.7 | E 9.0 | E 9.5 | E 10.2 | E 12.0 | E 12.1 | E 13.4 | | | |

See footnotes at end of table.

## Table C1. Monthly and Weekly Net Production, Imports, and Stocks of Propane/Propylene by Petroleum Administration for Defense Districts (PADD) 1, 2, and 3 (Continued)

(Thousand Barrels per Day, Except Where Noted)

| District/Year | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Gulf Coast (PADD 3)** | | | | | | | | | | | | |
| **Net Production** [a] | | | | | | | | | | | | |
| 2001 | 576 | 637 | 673 | 695 | 702 | 686 | 695 | 712 | 735 | 736 | 728 | 707 |
| 2002 | 674 | 698 | 702 | 710 | 733 | 720 | 730 | 737 | 692 | 667 | 725 | 714 |
| 2003 | 662 | 681 | 685 | 675 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 705 | E 708 | E 703 | E 736 | E 745 | E 664 | E 668 | E 694 | E 678 | | | |
| **Imports** | | | | | | | | | | | | |
| 2001 | 76 | 15 | 1 | 15 | 33 | 14 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2002 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 4 | 2 | 0 | 0 | 0 |
| 2003 | 0 | 0 | 3 | 19 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 0 | E 0 | E 97 | E 131 | E 58 | E 139 | E 184 | E 71 | E 105 | | | |
| **Stocks (Million Barrels)** | | | | | | | | | | | | |
| 2001 | 15.0 | 13.7 | 15.0 | 18.4 | 25.7 | 30.5 | 31.5 | 33.8 | 32.7 | 34.4 | 34.3 | 31.0 |
| 2002 | 24.6 | 18.6 | 19.4 | 23.2 | 25.8 | 30.4 | 33.8 | 34.8 | 35.2 | 32.4 | 30.6 | 26.0 |
| 2003 | 16.9 | 11.6 | 12.0 | 13.1 | | | | | | | | |
| **Week Ending** | | | | | | | | | | | | |
| **2003** | **05/02** | **05/09** | **05/16** | **05/23** | **05/30** | **06/06** | **06/13** | **06/20** | **06/27** | | | |
| | E 12.1 | E 13.4 | E 14.9 | E 16.1 | E 17.7 | E 19.7 | E 21.5 | E 24.0 | E 24.4 | | | |

[a] Net production equals gross production minus input. Negative production will occur when the amount of product produced during the month is less than the amount of that same product reprocessed (input) or reclassified to become another product during the same month.

E=Estimated data.

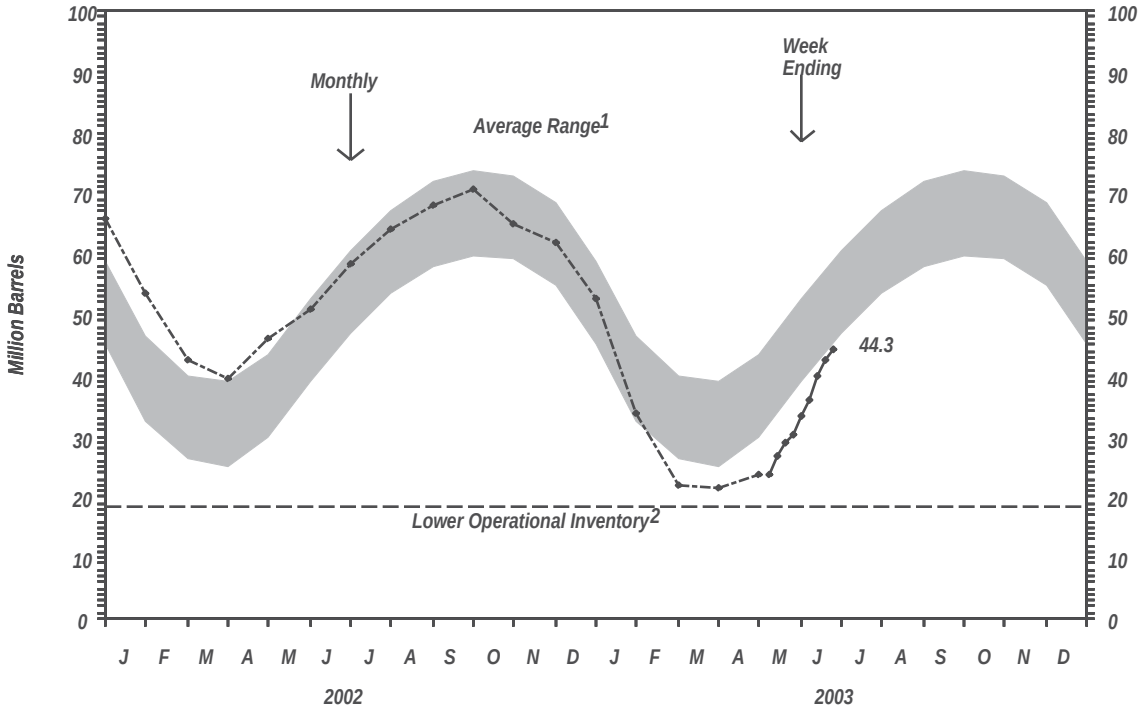
NA=Not Available.

R=Revised data.

Note: • This table presents weekly data, derived from a cut-off sample of refineries and fractionators that produce propane and from companies that import or store propane, which have been extrapolated to the universe of companies reporting in PADDs 1, 2, and 3. • Totals may not equal sum of components due to independent rounding. Propylene (Nonfuel use) data collected from bulk terminal facilities in PADDs 1, 2, and 3.

Source: Energy Information Administration (EIA), Monthly Petroleum Supply Reporting System and data collected on Form EIA-807, "Propane Telephone Survey." Magnitudes of revisions to monthly data are published in Appendix C of the *Petroleum Supply Monthly*.

## Figure C1. U.S. Propane/Propylene Stocks

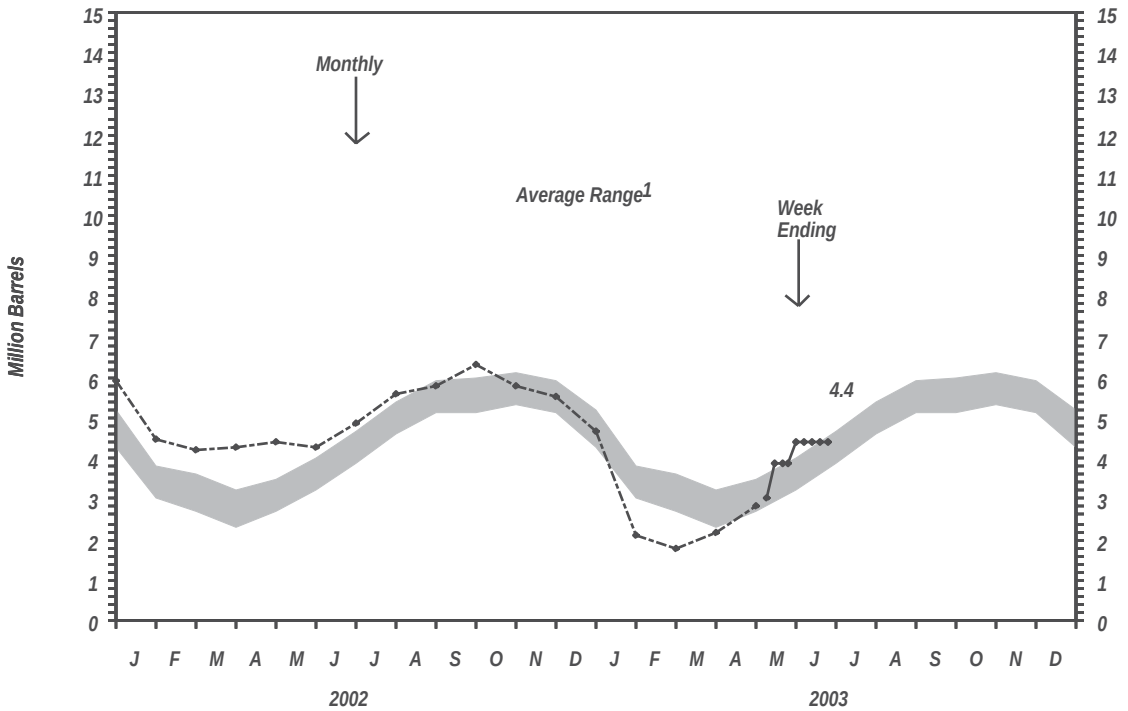



[1] Level and width of average range (shaded band) are based on 5 years of monthly data: January 1998 - December 2002. The seasonal pattern is based on 7 years of monthly data, 1995-2001.

[2] The Lower Operational Inventory for propane stocks is 18.5 million barrels.

Sources: • Data for Seasonal Patterns: 1995-2002, Energy Information Administration (EIA), *Petroleum Supply Annual (*PSA); • Monthly Data: 2003, EIA, *PetroleumSupply Monthly*. • Week-Ending Stocks: Estimates based on data collected Form EIA-807 "Propane Telephone Survey."

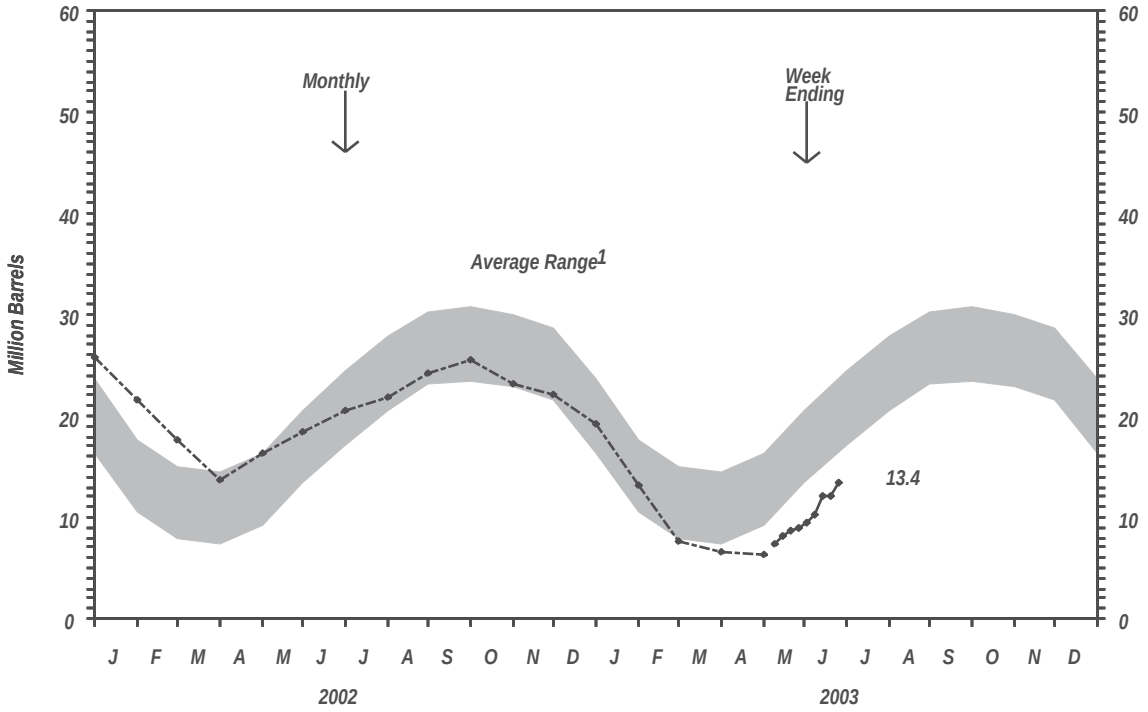
## Figure C2. PADD 1 (East Coast) Propane/Propylene Stocks




[1] Level and width of average range (shaded band) are based on 5 years of monthly data: January 1998 - December 2002. The seasonal pattern is based on 7 years of monthly data, 1995-2001.

Sources: • Data for Seasonal Patterns: 1995-2002, Energy Information Administration (EIA), *Petroleum Supply Annual (*PSA); • Monthly Data: 2003, EIA, *PetroleumSupply Monthly*. • Week-Ending Stocks: Estimates based on data collected Form EIA-807 "Propane Telephone Survey."

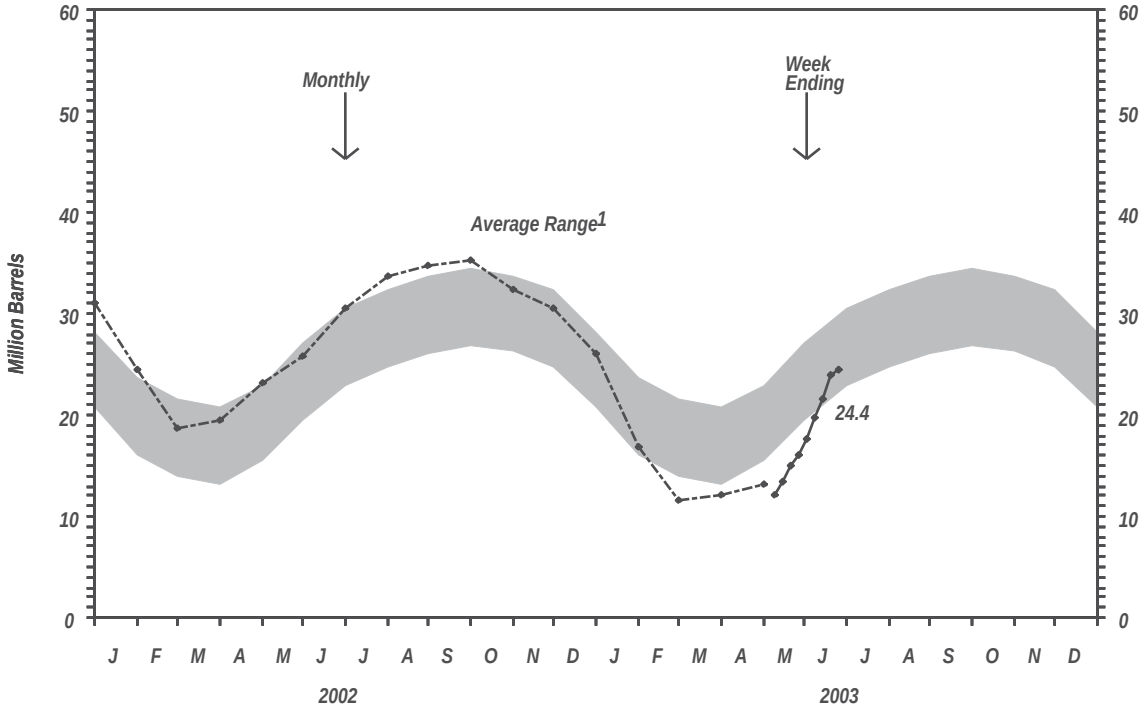
## Figure C3. PADD 2 (Midwest) Propane/Propylene Stocks




[1] Level and width of average range (shaded band) are based on 5 years of monthly data: January 1998 - December 2002. The seasonal pattern is based on 7 years of monthly data, 1995-2001.

Sources: • Data for Seasonal Patterns: 1995-2002, Energy Information Administration (EIA), *Petroleum Supply Annual (*PSA); • Monthly Data: 2003, EIA, *PetroleumSupply Monthly*. • Week-Ending Stocks: Estimates based on data collected Form EIA-807 "Propane Telephone Survey."

## Figure C4. PADD 3 (Gulf Coast) Propane/Propylene Stocks




[1] Level and width of average range (shaded band) are based on 5 years of monthly data: January 1998 - December 2002. The seasonal pattern is based on 7 years of monthly data, 1995-2001.

Sources: • Data for Seasonal Patterns: 1995-2002, Energy Information Administration (EIA), *Petroleum Supply Annual (*PSA); • Monthly Data: 2003, EIA, *PetroleumSupply Monthly*. • Week-Ending Stocks: Estimates based on data collected Form EIA-807 "Propane Telephone Survey."

# Form EIA-807 Weekly Propane Report

# Explanatory Notes

## Background

The Form EIA-807, "Propane Telephone Survey," was implemented in April 1990 as the result of the 1989 propane supply disruption. The hardships experienced by propane users during the December 1989 cold-snap in the Northeast and Mid-Continent areas made the need for timely supply information imperative. During 1990, propane data was collected and provided to Congress and others upon request. Because of the overwhelming demand for continuous monitoring of propane supply, the *Winter Fuels Report* was implemented in September 1990. Data on other heating fuels (i.e., distillate fuel oil and natural gas) are also included. This report published weekly data on production, stocks, and imports of propane during the heating season (October through March). During the non-heating season (April through September) the report published end-of-month stocks only. However, beginning April 9, 2003, the *Winter Fuels Report* was discontinued, but weekly propane data will continue to be published in the *Weekly Petroleum Status Report*.

Also, beginning April 9, 2003, inventories for Propylene (Nonfuel use) stored at bulk terminal facilities will be published as a combined total for PAD Districts 1, 2, and 3. The new category on inventories does not change the historic reporting of propane/propylene inventories but is a subtotal of Propane Total Ending Stock.

## Respondent Frame

The sample of companies that report on the EIA-807, "Propane Telephone Survey," is selected from the universe of respondents that report on the monthly surveys listed below:

| Form Number | Name |
|---|---|
| EIA-810 | *Monthly Refinery Report* |
| EIA-811 | *Monthly Bulk Terminal Report* |
| EIA-812 | *Monthly Product Pipeline Report* |
| EIA-816 | *Monthly Natural Gas Liquids Report* |

## Sampling

The sampling procedure used for the EIA-807 is the cut-off method. In the cut-off method, facilities are ranked from largest to smallest on the basis of quantities reported for propane production, imports, and stocks. Companies are chosen for the sample beginning with the largest and adding companies until the total sample covers about 90 percent of the total for each item and each geographic region (Petroleum Administration for Defense Districts 1 (IA, IB, IC), 2 and 3) for which data are published. A bench mark factor is used to capture the remaining 10 percent of the propane industry.

The sample frame for the EIA-807 is re-evaluated on an annual basis to assure 90 percent coverage of the total for each item collected and each geographic region. However, when necessary the sample frame is updated more frequently.

## Collection Methods

Data collection begins Monday and ends Wednesday morning of each week. Data are collected by telephone, facsimile, or email. No written confirmation of the data submission is necessary.

## Resubmissions

Resubmissions are any changes to the originally submitted data that were either requested by the EIA or initiated by the respondent. A determination is made on whether to process the resubmissions based on the magnitude of the revision. Cell entries on publication tables are marked with an "R" for revised.

## Estimation and Imputation

After the company reports have been checked and entered into the EIA-807 data base, imputation is done for companies which have not yet responded. The imputed values are equal to the latest reported data for a particular reporting unit. Response rates are over 90 percent so very little imputation is done.

After the data files have been edited and corrected, aggregation is done for each geographic region. Estimation factors, which were derived from 1994 reported data, are then applied to each cell to generate published estimates.

## Response Rate

The response rate is generally 95 to 100 percent. Chronic nonrespondents and late filing respondents are contacted by telephone and reminded of their requirement to report. Nearly all of the major companies report on time. The nonresponse rate for the published estimate is usually between 1 percent and 2 percent.

## Propane Figures

The national inventory (stocks) graphs for propane include features to assist in comparing current inventory levels with past inventory levels and with judgments of critical levels.

Figures C1 through C4 provide the reader with actual inventory data compared to an "average range" for the most recent 5-year period running from January through December or from July through June. The ranges also reflect seasonal variation for the past 7 years.

The seasonal factors, which determine the shape of the upper and lower curves, are estimated with a seasonal adjustment technique developed at the Bureau of Census (Census X-11). The seasonal factors are assumed to be stable (i.e., unchanging from year to year) and additive (i.e., the series is deseasonalized by

subtracting the seasonal factor for the appropriate month from the reported inventory levels.) The intent of deseasonalization is to remove only annual variation from the data. Thus, deseasonalized series would contain the same trends, cyclical components, and irregularities as the original data. The seasonal factors are updated annually in October, using the 7 most recent years' final monthly data.

The seasonal factors are used to deseasonalize data from the most recent 5-year period (January-December or July-June). The average of the deseasonalized 60-month series determines the midpoint of the "average range." The standard deviation of the deseasonalized 60 months is then calculated after adjusting for extreme data points. The upper curve of the "average range" is defined as average plus the seasonal factors plus the standard deviation. The lower curve is defined as the average plus the seasonal factors minus the standard deviation. Thus, the width of the "average range" is twice the standard deviation. The ranges are updated every 6 months in April and October.

The lines labeled "lower operational inventory" on the stock graphs are the lower end of the demonstrated operational inventory range updated for known and definable changes in the petroleum delivery system.

## Sampling Methodology and Estimation Procedures

To estimate aggregate propane and No. 2 heating oil price data for a State, the sample weight and volume sales data were applied to the reported price, summed and divided by the sum of the weighted volume:

$$\sum_{j=1}^{s}\sum_{i=1}^{n_j} w_{ij}\, v_{ij}\, p_{ij} \Big/ \sum_{j=1}^{s}\sum_{i=1}^{n_j} w_{ij}\, v_{ij},$$

where w = sample weight, v = volume, p = price, i = respondent, $n_j$ = sample size of stratum j, and s = number of strata, to obtain a volume weighted price.

The volume used for No. 2 heating oil and propane is the company's residential sales volume as reported on the EIA-863 "Petroleum Product Sales Identification Survey."

These fixed volume weights indicate the relative importance of the individual companies according to the size of their sales. Therefore, changes in the average price across time reflect only the change in the price being offered by the company, and not changes in the amounts sold. Price indexes constructed using fixed volumes, such as these annual sales, are known as Laspeyres Indexes. The alternative method of weighting, current weights, would require each company to report the number of gallons sold at the reported price each pricing period. This method is more burdensome on the companies and reflects prices over a period of time as compared to a point in time. Therefore, the calculation of average prices tends to lag behind the reference period. Indexes constructed from current period weights are known as Paasche Indexes.

Both methods of weighting are correct; they do, however, vary when current weights are changing. It has been argued that during periods of change, the Laspeyres method has a tendency to overestimate price changes, while the Paasche method tends to underestimate price changes.

In this survey, it is expected that the relative change in volumes monthly is small. Residential sales are not bulk in nature and do not tend to reflect discounts on price for large volume purchases. Absolute changes in volume within a year's time would more likely reflect demand and be consistent across companies within a geographical area.

## Provisions Regarding Confidentiality of Information

The Office of Legal Counsel of the Department of Justice concluded on March 20, 1991, that the Federal Energy Administration Act requires the Energy Information Administration to provide company-specific data to the Department of Justice, or to any Federal agency when requested for official use, which may include enforcement of Federal law. The information contained on this form may also be made available, upon request, to another component of the Department of Energy (DOE), to any Committee of Congress, the General Accounting Office, or other Congressional agencies authorized by law to receive such information. A court of competent jurisdiction may obtain this information in response to an order.

The information contained on this form will be kept confidential and not disclosed to the public to the extent that it satisfies the criteria for exemption under the Freedom of Information Act (FOIA), 5 U.S.C. section 552, the DOE regulations, 10 C.F.R. section 1004.11, implementing the FOIA, and the Trade Secrets ACT, 18 U.S.C. section 1905.

Upon receipt of a request for this information under the FOIA, the DOE shall make a final determination whether the information is exempt from disclosure in accordance with the procedures and criteria provided in the regulations. To assist us in this determination, respondents should demonstrate to the DOE that, for example, their information contains trade secrets or commercial or financial information whose release would be likely to cause substantial harm to their company's competitive position. A letter accompanying the submission that explains (on an element-by-element basis) the reasons why the information would be likely to cause the respondent substantial competitive harm if released to the public would aid in this determination. A new justification does not need to be provided each time information is submitted on the form, if the company has previously submitted a justification for that information and the justification has not changed.

## Appendix D

# Northeast Heating Oil Reserve

On July 10, 2000, President Clinton directed the Department of Energy to establish the Northeast Heating Oil Reserve. The reserve is intended to reduce the risks presented by home heating oil shortages, such as the ones experienced in December 1996 and January-February 2000.

Maximum inventory of heating oil in the reserve will be two million barrels. The Department of Energy believes that a two-million-barrel reserve will provide relief from weather-related shortages for approximately ten days, which is the time for ships to bring heating oil from the Gulf of Mexico to New York Harbor. Inventory for the reserve was acquired by exchanging crude oil from the Strategic Petroleum Reserve for heating oil to be delivered to the storage facilities.

For more information on the Northeast Heating Oil Reserve, please contact Mr. Nathan Harvey from the Office of Petroleum Reserves at (202) 586-4734.

Northeast Heating Oil Reserve inventories classified as "Distillate Fuel Oil - Greater than 0.05 percent sulfur" are not considered to be in the commercial sector and therefore are excluded from distillate fuel oil supply and disposition statistics in Energy Information Administration publications, such as the *Weekly Petroleum Status Report, Petroleum Supply Monthly,* and the Distillate Watch.

**Northeast Heating Oil Reserve**
(Thousand Barrels)

| Terminal Operator | Location | Week Ending June 27, 2003 |
|---|---|---|
| First Reserve Terminal | Woodbridge, NJ | 1,000 |
| Williams Energy Services | New Haven, CT | 500 |
| Motiva Enterprises LLC | New Haven, CT | 350 |
| Motiva Enterprises LLC | Providence, RI | 150 |
| **Total** | | **2,000** |

Source: Energy Information Administration.

# Glossary

**Following are definitions taken from the Master List of the Petroleum Supply Division, plus definitions and/or explanations of terms used in the publication of the Weekly Petroleum Status Report (WPSR) that differ from those in the Master List. Terms used in the publication of data from the "EIA-819M Monthly Oxygenate Telephone Report" which becomes Appendix B in the WPSR are included. In addition, terms used by the Petroleum Marketing Division to collect and describe data on crude oil and petroleum product price and marketing activity are provided. Slight variations in the application of common terms used by both the Petroleum Supply and the Petroleum Marketing Divisions are in italics.**

**API Gravity.** An arbitrary scale expressing the gravity or density of liquid petroleum products. The measuring scale is calibrated in terms of degrees API; it is calculated as follows:

$$Degrees\ API = \frac{141.5}{sp.gr.60°\ F/60°\ F} - 131.5$$

**ASTM.** American Society for Testing and Materials.

**Barrel.** A unit of volume equal to 42 U.S. gallons.

**Blending Components, Gasoline.** See Motor Gasoline Blending Components.

**Blending Plant.** A facility which has no refining capacity but is either capable of producing finished motor gasoline through mechanical blending or blends oxygenates into motor gasoline.

**Bulk Station.** A facility used primarily for the storage and/or marketing of petroleum products which has a total bulk storage capacity of less than 50,000 barrels and receives its petroleum products by tank car or truck.

**Bulk Terminal.** A facility used primarily for the storage and/or marketing of petroleum products which has a total bulk storage capacity of 50,000 barrels or more and/or receives petroleum products by tanker, barge, or pipeline.

**CIF (Cost, Insurance, Freight).** This term refers to a type of sale in which the buyer of the product agrees to pay a unit price that includes the Free On Board (FOB) value of the product at the point of origin plus all costs of insurance and transportation. This type of transaction differs from a "Delivered" purchase in that the buyer accepts the quantity as determined at the loading port (as certified in the Bill of Lading and Quality Report) rather than pay based on the quantity and quality ascertained at the unloading port. It is similar to the terms of an FOB sale except that the seller, as a service for which he is compensated, arranges for transportation and insurance.

**Cooling Degree-Days.** The number of degrees per day the daily average temperature is above 65 degrees F. The daily average temperature is the mean of the maximum and minimum temperature for a 24-hour period.

**Conventional Area.** Any area not requiring the sale of either reformulated gasoline or oxygenated fuels program reformulated gasoline (OPRG). *Note*: Includes oxygenated gasoline.

**Conventional Gasoline:** Finished motor gasoline not included in the oxygenated or reformulated gasoline categories. *Note:* This category excludes reformulated gasoline blendstock for oxygenate blending (RBOB) as well as other blendstock

**Crude Oil:** A mixture of hydrocarbons that exists in liquid phase in natural underground reservoirs and remains liquid at atmospheric pressure after passing through surface separating facilities. Depending upon the characteristics of the crude stream, it may also include:

Small amounts of hydrocarbons that exist in gaseous phase in natural underground reservoirs but are liquid at atmospheric pressure after being recovered from oil well (casinghead) gas in lease separators and are subsequently commingled with the crude stream without being separately measured. Lease condensate recovered as a liquid from natural gas wells in lease or field separation facilities and later mixed into the crude stream is also included;

Small amounts of nonhydrocarbons produced with the oil, such as sulfur and various metals;

Drip gases, and liquid hydrocarbons produced from tar sands, gilsonite, and oil shale.

Liquids produced at natural gas processing plants, topped crude oil (residual) and other unfinished oils are excluded. Crude oil is refined to produce a wide array of petroleum products, including heating oils; gasoline, diesel and jet fuels; lubricants; asphalt; ethane, propane, and butane; and many other products used for their energy or chemical content.

**Crude Oil Input.** The total crude oil put into processing units at refineries.

**Degree-Day Normals.** Simple arithmetic averages of monthly or annual degree-days over a long period of time (usually the 30-year period 1961-1990). This may be simple degree-day normals or population-weighted degree-day normals.

**Delivery Month.** The calendar month in a futures contract in which the commodity will be delivered. The First Delivery month available at any given time is one month in the future, e.g., on September 15, the First Delivery month futures contract is October, the Second Delivery month is November, etc. On the New York Mercantile Exchange (NYMEX), crude oil contract trading terminates at the close of business on the third business day prior to the 25th calendar day of the month preceding the delivery month, while petroleum product contracts expire on the last business day of the month preceding delivery.

**Distillate Fuel Oil.** A general classification for one of the petroleum fractions produced in conventional distillation operations. It is used primarily for space heating, on- and off-highway diesel engine fuel (including railroad engine fuel

and fuel for agricultural machinery), and electric power generation. Included are products known as No. 1, No. 2, and No. 4 fuel oils, and No. 1, No. 2, and No. 4 diesel fuels. Distillate fuel oil is reported by two sulfur categories:

**0.05% sulfur and under,** for use in on-highway diesel engines which could be described as meeting EPA regulations.

**Greater than 0.05% sulfur,** for use in all other distillate applications.

**EPA.** United States Environmental Protection Agency.

**Expired.** Refers to the status of a futures contract when the expiration date has passed and trading for that contract terminates. For example, trading on the New York Mercantile Exchange terminates for crude oil futures contracts at the close of business on the third business day prior to the 25th calendar day of the month preceding the delivery month, while trading terminates for petroleum product contracts on the last business day of the month preceding delivery.

**Exports.** Shipments of goods from within the 50 States and the District of Columbia to U.S. possessions and territories or to any foreign country.

**Field Production.** Represents crude oil production on leases, natural gas liquids production at natural gas processing plants, new supply of other hydrocarbons/oxygenates and motor gasoline blending components, and fuel ethanol blended into finished motor gasoline.

**FOB (Free On Board).** Pertains to a transaction whereby the seller makes the product available within an agreed on period at a given port at a given price; it is the responsibility of the buyer to arrange for the transportation and insurance.

**Fuel Ethanol ($C_2H_5OH$).** An anhydrous denatured aliphatic alcohol intended for gasoline blending as described in the Oxygenates definition.

**Futures Price.** The price quoted for delivering a specified quantity of a commodity at a specified time and place in the future.

**Gasoil.** European designation for No. 2 fuel oil, and No. 2 diesel fuel.

**Gasohol.** A blend of finished motor gasoline containing alcohol (generally ethanol but sometimes methanol) at a concentration of 10 percent or less by volume. Data on gasohol that has at least 2.7 percent oxygen, by weight, and is intended for sale inside carbon monoxide nonattainment areas are included in data on oxygenated gasoline. See Oxygenates.

**Gasoline:** See Motor Gasoline (Finished).

**Gasoline Grades:** The classification of gasoline by octane ratings. Each type of gasoline (conventional, oxygenated, and reformulated) is classified by three grades -Regular, Midgrade, and Premium. *Note:* Gasoline sales are reported by grade in accordance with their classification at the time of sale. In general, automotive octane requirements are lower at high altitudes. Therefore, in some areas of the United States, such as the Rocky Mountain States, the octane ratings for the gasoline grades may be 2 or more octane points lower. Octane requirements may vary by altitude.

**Regular Gasoline:** Gasoline having an antiknock index, i.e., octane rating, greater than or equal to 85 and less than 88.

**Midgrade Gasoline:** Gasoline having an antiknock index, i.e., octane rating, greater than or equal to 88 and less than or equal to 90.

**Premium Gasoline:** Gasoline having an antiknock index, i.e., octane rating, greater than 90.

**Gross Inputs.** The crude oil, unfinished oils, and natural gas plant liquids put into atmospheric crude oil distillation units.

**Heating degree-days.** A measure of how cold a location is over a period of time relative to a base temperature, most commonly specified as 65 degrees Fahrenheit. The measure is computed for each day by subtracting the average of the day's high and low temperatures from the base temperature (65 degrees), with negative values set equal to zero. Each day's heating degree-days are summed to create a heating degree-day measure for a specified reference period. Heating degree-days are used in energy analysis as an indicator of space heating energy requirements or use.

**Imports.** Receipts of goods into the 50 States and the District of Columbia from U.S. possessions and territories or from any foreign country.

**Jet Fuel.** Includes Kerosene-type (Commercial or Military) and Naphtha-type.

**Kerosene-type Jet Fuel:** A kerosene-based product having a maximum distillation temperature of 400 degrees Fahrenheit at the 10-percent recovery point and a final maximum boiling point of 572 degrees Fahrenheit and meeting ASTM Specification D 1655 and Military Specifications MIL-T-5624P and MIL-T-83133D (Grades JP-5 and JP-8). It is used for commercial and military turbojet and turboprop aircraft engines.

**Commercial:** Kerosene-type jet fuel intended for commercial use.

**Military:** Kerosene-type jet fuel intended for military use.

**Naphtha-Type Jet Fuel:** A fuel in the heavy naphtha boiling range having an average gravity of 52.8 degrees API, 20 to 90 percent distillation temperatures of 290 degrees to 470 degrees Fahrenheit, and meeting Military Specification MIL-T-5624L (Grade JP-4). It is used primarily for military turbojet and turboprop aircraft engines because it has a lower freeze point than other aviation fuels and meets engine requirements at high altitudes and speeds.

**Lease Condensate.** A natural gas liquid recovered from gas well gas (associated and non-associated) in lease separators or natural gas field facilities. Lease condensate consists primarily of pentanes and heavier hydrocarbons.

**Liquefied Petroleum Gases (LPG).** Ethane, ethylene, propane, propylene, normal butane, butylene, isobutane, and isobutylene produced at refineries or natural gas processing plants, including plants that fractionate raw natural gas plant liquids.

**Liquefied Refinery Gases (LRG).** Liquefied petroleum gases fractionated from refinery or still gases. Through compression and/or refrigeration, they are retained in the liquid state. The reported categories are ethane/ethylene, propane/propylene, normal butane/butylene, and isobutane/isobutylene. Excludes still gas.

**Lower Operational Inventory (LOI).** The lower operational inventory is the lower end of the demonstrated operational inventory range updated for known and definable changes in the petroleum delivery system. While not implying shortages, operational problems, or price increases, the LOI is indicative of a situation where inventory-related supply flexibility could be constrained or nonexistent. The significance of these constraints depends on local refinery capability to meet demand and the availability and deliverability of products from other regions or foreign sources.

**Motor Gasoline (Finished).** A complex mixture of relatively volatile hydrocarbons with or without small quantities of additives, blended to form a fuel suitable for use in spark-ignition engines. Motor gasoline, as defined in ASTM Specification D 4814 or Federal Specification VV-G-1690C, is characterized as having a boiling range of 122 to 158 degrees Fahrenheit at the 10 percent recovery point to 365 to 374 degrees Fahrenheit at the 90 percent recovery point. "Motor Gasoline" includes conventional gasoline; all types of oxygenated gasoline, including gasohol; and reformulated gasoline, but excludes aviation gasoline. *Note:* Volumetric data on blending components, such as oxygenates, are not counted in data on finished motor gasoline until the blending components are blended into the gasoline.

> **Reformulated Gasoline (RFG):** Finished motor gasoline formulated for use in motor vehicles, the composition and properties of which meet the requirements of the reformulated gasoline regulations promulgated by the EPA under Section 211(k) of the Clean Air Act. *Note:* This category includes oxygenated fuels program reformulated gasoline (OPRG) but excludes reformulated gasoline blendstock for oxygenate blending (RBOB).
>
> **OPRG.** "**O**xygenated Fuels **P**rogram **R**eformulated **G**asoline" is reformulated gasoline which is intended for use in an oxygenated fuels program control area during an oxygenated fuels program control period.

Price data are reported for areas required to sell specific types of motor gasoline.

> **Conventional Area:** Any area not requiring the sale of either oxygenated gasoline, reformulated gasoline, or oxygenated fuels program reformulated gasoline.
>
> **RFG Area:** Ozone nonattainment area designated by the EPA which requires the use of reformulated gasoline. *Note*: Includes oxygenated fuels program reformulated gasoline (OPRG).

**Motor Gasoline Blending.** Mechanical mixing of motor gasoline blending components, and oxygenates when required, to produce finished motor gasoline. Finished motor gasoline may be further mixed with other motor gasoline blending components or oxygenates, resulting in increased volumes of finished motor gasoline and/or changes in the formulation of finished motor gasoline (e.g., conventional motor gasoline mixed with MTBE to produce oxygenated motor gasoline).

**Motor Gasoline Blending Components.** Naphthas (e.g., straight-run gasoline, alkylate, reformate, benzene, toluene, xylene) used for blending or compounding into finished motor gasoline. These components include reformulated gasoline blendstock for oxygenate blending (RBOB) but exclude oxygenates (alcohols, ethers), butane, and pentanes plus. *Note:* Oxygenates are reported as individual components and are included in the total for other hydrocarbons, hydrogens, and oxygenates.

**Motor Gasoline Price, Retail.** See Technical Note 1.

**MTBE (Methyl Tertiary Butyl Ether) [$(CH_3)_3COCH_3$.]** An ether intended for gasoline blending as described in the Oxygenates definition.

**Naphtha-type Jet Fuel.** See Jet Fuel.

**Natural Gas Liquids (NGL).** Natural gas liquids recovered from natural gas in processing plants, and in some situations, from natural gas field facilities. Natural gas liquids extracted by fractionators are also included. These liquids are defined according to the published specifications of the Gas Processors Association and the ASTM and are classified as follows: ethane/ethylene, propane/propylene, normal butane/butylene, isobutane/isobutylene, and pentanes plus.

**Net Production.** Petroleum products produced at a refinery, natural gas processing plant, or blending plant. Published production equals production minus input. Negative production will occur when the amount of a product produced during the reporting period is less than the amount of that same product that is reprocessed (input) or reclassified to become another product during the same reporting period.

**No. 2 Distillate.** A petroleum distillate which meets the specifications for No. 2 heating or fuel oil as defined in ASTM D396 and/or the specifications for No. 2 diesel fuel as defined in ASTM Specification D975.

> **No. 2 Fuel Oil (Heating Oil).** A distillate fuel oil for use in atomizing type burners for domestic heating or for medium capacity commercial-industrial burner units, with distillation temperatures between 540-640 degrees Fahrenheit at the 90-percent recovery point; and the kinematic viscosities between 1.9-3.4 centistokes at 100 degrees Fahrenheit as defined in ASTM Specification D396 -92.

**No. 2 Diesel Fuel.** A gasoil type distillate for use in high speed diesel engines generally operated under uniform speed and load conditions, with distillation temperatures between 540-640 degrees Fahrenheit at the 90-percent recovery point; and the kinematic viscosities between 1.9-4.1 centistokes at 100 degrees Fahrenheit as defined in ASTM specification D975 - 93. Includes Type R-R diesel fuel used for railroad locomotive engines, and Type T-T for diesel-engine trucks.

For pricing data, **Low Sulfur** or **On-Highway Diesel Fuel** is No. 2 diesel fuel which has a sulfur level less than or equal to 0.05 percent by weight. **High Sulfur** refers to No. 2 distillate fuel (either diesel or fuel oil) which has a sulfur level greater than 0.05 percent by weight.

**Nonattainment Area.** Any area that does not meet the national primary or secondary ambient air quality standard established by the Environmental Protection Agency for designated pollutants, such as carbon monoxide and ozone.

**NYMEX.** The New York Mercantile Exchange.

**Octane Rating:** A number used to indicate gasoline's antiknock performance in motor vehicle engines. The two recognized laboratory engine test methods for determining the antiknock rating, i.e., octane rating, of gasolines are the Research method and the Motor method. To provide a single number as guidance to the consumer, the antiknock index (R + M)/2, which is the average of the Research and Motor octane numbers, was developed.

**Operable Capacity.** See Percent Utilization.

**Operating Capacity.** See Percent Utilization.

**OPRG Area.** See Motor Gasoline (Finished).

**Other Finished.** See Conventional Gasoline.

**Other Oils.** Includes aviation gasoline, kerosene, natural gas liquids, LRGs, other hydrocarbons and oxygenates, aviation gasoline blending components, naphtha and other oils for petrochemical feedstock use, special naphthas, lube oils, waxes, coke, asphalt, road oil, and miscellaneous oils.

**Oxygenated Area.** See Motor Gasoline (Finished).

**Oxygenated Gasoline.** Finished motor gasoline, other than reformulated gasoline, having an oxygen content of 2.7 percent or higher by weight. Includes gasohol. *Note:* Oxygenated gasoline excludes oxygenated fuels program reformulated gasoline (OPRG) and reformulated gasoline blendstock for oxygenate blending (RBOB).

**Oxygenates.** Substances which, when added to gasoline, increase the amount of oxygen in that gasoline blend. Ethanol, Methyl Tertiary Butyl Ether (MTBE), Ethyl Tertiary Butyl Ether (ETBE), and methanol are common oxygenates. They include:

**Fuel Ethanol:** Blends of up to 10 percent by volume anhydrous ethanol.

**MTBE (Methyl Tertiary Butyl Ether):** Blends of up to 15.0 percent by volume MTBE which must meet the ASTM D4814 specifications.

**Other Oxygenates:** Other aliphatic alcohols and aliphatic ethers intended for motor gasoline blending such as TBA, TAME, ETBE, and Methanol.

**PADD (Petroleum Administration for Defense District).** Originally defined during World War II for purposes of administering oil allocation, the five divisions (and three subdivisions) include the 50 States and the District of Columbia.

**PADD I:**

**PADD IX:**

Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

**PADD IY:**

Delaware, District of Columbia, Maryland, New Jersey, New York, and Pennsylvania.

**PADD IZ:**

Florida, Georgia, North Carolina, South Carolina, Virginia, and West Virginia.

**PADD II:**

Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, and Wisconsin.

**PADD III:**

Alabama, Arkansas, Louisiana, Mississippi, New Mexico, and Texas.

**PADD IV:**

Colorado, Idaho, Montana, Utah, and Wyoming.

**PADD V:**

Alaska, Arizona, California, Hawaii, Nevada, Oregon, and Washington.

**Percent Utilization.** Represents the utilization of all crude oil distillation units. The rate is calculated by dividing gross inputs to these units by the operating/operable refining capacity of the unit.

**Operable Capacity:** The amount of capacity that, at the beginning of the period, is in operation; not in operation and not under active repair, but capable of being placed in operation within 30 days; or not in operation but under active repair that can be completed within 90 days. Operable capacity is the sum of the operating and idle capacity and is measured in barrels per calendar day or barrels per stream day.

**Operating Capacity:** The component of operable capacity that is in operation at the beginning of the period.

**Petroleum Products.** Petroleum products are obtained from the processing of crude oil (including lease condensate), natural gas, and other hydrocarbon compounds. Petroleum products include

unfinished oils, liquefied petroleum gases, pentanes plus, aviation gasoline, motor gasoline, naphtha-type jet fuel, kerosene-type jet fuel, kerosene, distillate fuel oil, residual fuel oil, petrochemical feedstocks, special naphthas, lubricants, waxes, petroleum coke, asphalt, road oil, still gas, and miscellaneous products.

**Pipeline (Petroleum).** Interstate, intrastate, and intracompany pipelines used to transport crude oil and petroleum products within the 50 States and the District of Columbia.

**Population-Weighted Degree-Days.** Heating or Cooling degree-days weighted by the population of the area in which the degree-days are recorded. To compute the national population-weighted degree-days, the Nation is divided into nine Census regions, comprised of from three to eight States, which are assigned weights based on the ratio of the population of the region to the total population of the Nation. Degree-day readings for each region are multiplied by the corresponding population weight for each region and these products are then summed to arrive at the national population-weighted degree-day figure.

**Processing Gain.** The volumetric amount by which total output is greater than input for a given period of time. This difference is due to the processing of crude oil into products which, in total, have a lower specific gravity than the crude oil processed.

**Product Supplied and Losses, Crude Oil.** Crude oil used directly as fuel by refineries and pipelines, and losses due to spills, contamination, fires, etc. as opposed to processing losses at refineries in their operations.

**Production.** See Net Production.

**Products Supplied.** A value calculated for specific products which is equal to domestic production plus net imports (imports less exports), less the net increase in primary stocks. Total products supplied is calculated as inputs to refineries, plus estimated refinery gains, plus other hydrocarbon input, plus product imports, less product exports, less the net increase (or decrease) in product stocks. Values shown for "Other Oils" product supplied are the difference between Total Products Supplied and product supplied values for specified products.

**Propane ($C_3H_8$).** A normally gaseous straight-chain hydrocarbon. It is a colorless paraffinic gas that boils at a temperature of -43.67 degrees F. It is extracted from natural gas or refinery gas streams. It includes all products designated in ASTM Specification D1835 and Gas Processors Association Specifications for commercial propane and HD-05 propane. *For price data*, it does not include the propane portion of any natural gas liquids (NGL) mixes; i.e., butane-propane and ethane-propane mix.

**Propylene ($C_3H_6$).** An olefinic hydrocarbon recovered from refinery processes or petrochemical processes.

**RBOB.** "**R**eformulated Gasoline **B**lendstock for **O**xygenate **B**lending" is a motor gasoline blending component which, when blended with a specified type and percentage of oxygenate, meets the definition of reformulated gasoline.

**Refiner Acquisition Cost of Crude Oil.** The average price paid by refiners for crude oil booked into their refineries in accordance with accounting procedures generally accepted and consistently and historically applied by refiners. Domestic crude oil is that oil produced in the United States or from the outer continental shelf as defined in 43 USC 1131. Imported crude oil is any crude oil that is not domestic oil. The composite is the weighted average price of domestic and imported crude oil. Prices do not include the price of crude oil for the SPR.

**Refinery.** An installation that manufactures finished petroleum products from crude oil, unfinished oils, natural gas liquids, other hydrocarbons, and oxygenates.

**Reformulated Area.** See Motor Gasoline (Finished).

**Reformulated Gasoline.** See Motor Gasoline (Finished).

**Residential.** Sales of No. 2 distillate and propane to individual customers or households (as opposed to businesses or institutions) who ostensibly use the fuel in a residence for space heating, cooking, etc. Sales to apartment buildings/complexes or to other multi-family dwellings are excluded from the "Residential Sales" category and are included in the "Commercial/Institutional Sales" category. Additional end-use sales category data are available in the *Petroleum Marketing Monthly.*

**Residential Heating Oil Price.** The price charged for home delivery of No.2 heating oil, exclusive of any discounts such as those for prompt cash payment. Prices do not include taxes paid by the consumer.

**Residential Propane Price.** The price charged for home delivery of consumer grade propane intended for use in space heating, cooking, or hot water heaters in residences.

**Residual Fuel Oil.** The heavier oils that remain after the distillate fuel oils and lighter hydrocarbons are distilled away in refinery operations and that conform to ASTM Specification D396. Included are a No. 5, a residual fuel oil of medium viscosity; Navy Special fuel oil as defined in Military Specification MIL-F-859E including Amendment 2 (NATO Symbol F-77), for use in steam-powered vessels in government service and in shore power plants; No. 6, which includes Bunker C fuel oil and is used for commercial and industrial heating, the production of electric power, vessel bunkering, and various industrial purposes. *For supply data*, imports of residual fuel oil include imported crude oil burned as fuel. *For pricing data*, imported crude oil burned as fuel is excluded.

**Retail.** Sales made directly to the consumer of a product.

**Retail Outlet.** Any company-owned outlet (e.g. service station) selling gasoline, on-highway low-sulfur diesel fuel, or propane for on-highway vehicle use which is under the direct control of the firm by virtue of its ability to set the retail product price and directly collect all or part of the retail margin. This category includes retail outlets which are operated by salaried employees of the company and/or its subsidiaries and affiliates, and/or involve personnel services contracted by the firm.

**Spot Price.** The price for a one-time open market transaction for immediate delivery of a specific quantity of product at a specific

location where the commodity is purchased "on the spot" at current market rates.

**Brent:** A blended crude stream produced in the North Sea region which serves as a reference or "marker" for pricing a number of other crude streams.

**Conway:** The location specified in either spot or futures contracts for delivery of propane in Conway, Kansas.

**Los Angeles:** The location specified in either spot or futures contracts for delivery of a product in any port city in southern California.

**Mont Belvieu:** The location specified in either spot or futures contracts for delivery of propane in Mont Belvieu, Texas.

**New York Harbor (NYH):** The location specified in either spot or futures contracts for delivery of a product in New York Harbor.

**Northwest Europe (NWE):** The location specified in either spot or futures contracts for delivery of a product in any port city along the North Sea; however, generally refers to the Amsterdam-Rotterdam-Antwerp refining center.

**Rotterdam (ARA):** The location specified in either spot or futures contracts for delivery of a product in any port city along the refining centers of Amsterdam-Rotterdam-Antwerp.

**Singapore:** The location specified in either spot or futures contracts for delivery of a product in Singapore.

**US Gulf Coast (GC):** The location specified in either spot or futures contracts for delivery of a product in any port city along the coastline of Texas and Louisiana. For supply data, Gulf Coast refers to all 6 PADD III States.

**West Texas Intermediate (WTI - Cushing):** A crude stream produced in Texas and southern Oklahoma which serves as a reference or "marker" for pricing a number of other crude streams and which is traded in the domestic spot market at Cushing, Oklahoma.

**Stocks.** For individual products in the WPSR, quantities held at refineries, in pipelines (including storage tanks), and at bulk terminals which have a capacity of 50,000 barrels or more, and all individual products in transit thereto. Stocks held by product retailers and resellers, as well as tertiary stocks held at the point of consumption are excluded. Stocks held at gas processing plants are excluded from individual product estimates but included in "Other Oils" estimates and "Total". Stocks are reported as of the end of the reporting period.

**Strategic Petroleum Reserve (SPR).** Petroleum stocks maintained by the Federal Government for use during periods of major supply interruption.

**Sulfur.** A yellowish nonmetallic element, sometimes known as "brimstone." It is present at various levels of concentration in many fossil fuels whose combustion releases sulfur compounds that are considered harmful to the environment. Some of the most commonly used fossil fuels are categorized according to their sulfur content, with lower sulfur fuels usually selling at a higher price. *Note:* No. 2 Distillate fuel is currently reported as having either a 0.05 percent or lower sulfur level for on-highway vehicle use or a greater than 0.05 percent sulfur level for off-highway use, home heating oil, and commercial and industrial uses. Residual fuel, regardless of use, is classified as having either no more than 1 percent sulfur or greater than 1 percent sulfur. Coal is also classified as being low- sulfur at concentrations of 1 percent or less or high-sulfur at concentrations greater than 1 percent.

**Unaccounted for Crude Oil.** A term which appears in the U.S. Petroleum Balance Sheet. It reconciles the difference between crude input to refineries and the sum of domestic production, net imports (including SPR), SPR and other stocks withdrawn or added, and product supplied and losses. Its value can be positive or negative since it is a balancing term. Because the unaccounted-for crude oil figure incorporates both estimated and reported values, one would expect the figure to be larger in balances using preliminary or estimated data and smaller in balances using final data. In fact, the published figures confirm this expectation. In the WPSR, 4-week averages for the previous year are interpolated from final monthly data, so that the unaccounted-for crude oil value for the previous year is considerably smaller than that for the current period.

**Unfinished Oils.** Includes all oils requiring further processing, except those requiring only mechanical blending.

**United States.** The 50 States and the District of Columbia**.** *Note*: The United States has varying degrees of jurisdiction over a number of territories and other political entities outside the 50 States and the District of Columbia, including Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, Johnston Atoll, Midway Islands, Wake Island, and the Northern Mariana Islands. EIA data programs may include data from some or all of these areas in U.S. totals. *Note*: For crude oil prices, the United States includes the 50 States, the District of Columbia, Puerto Rico, the Virgin Islands, and all American Territories and Possessions.

**Wholesale.** Sales of refined petroleum products to purchasers who are other than ultimate consumers.

**Wholesale Price.** The rack price charged for No. 2 heating oil or propane; that is , the price paid by customers who purchase No. 2 heating oil or propane free-on-board at a supplier's terminal and who provide their own transportation for the product(s).